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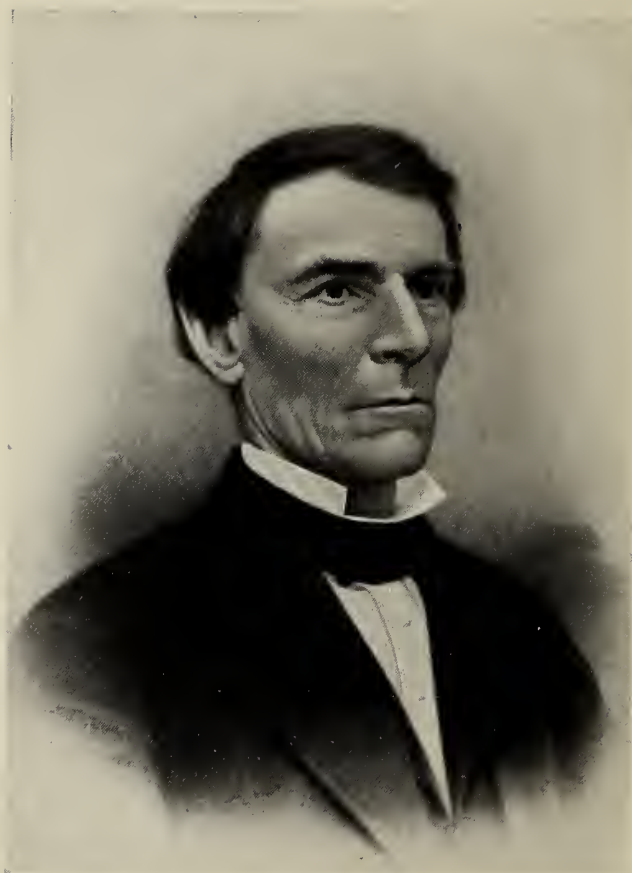
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JOSHUA SILVESTER.  
1803-1887

THE  
HISTORICAL COLLECTIONS  
OF THE  
DANVERS  
HISTORICAL SOCIETY

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VOLUME 2.

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Edited by the Committee on Publication

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DANVERS, MASS.  
PUBLISHED BY THE SOCIETY  
1914

NEWCOMB & GAUSS  
Printers  
Salem, Massachusetts

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## SPECIAL NOTICE TO MEMBERS.

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The Danvers Historical Society has in contemplation the preservation of the Col. Jeremiah Page house on Danvers Square for permanent headquarters. The plan is to move the house to the Society's lot on Page street, furnish it after the style of the Revolutionary period, and build a fire-proof addition for the museum and auditorium. The Treasurer will be glad to receive contributions for this object from all friends interested in Danvers, in the Society, in the Page family, or in the preservation of old New England houses. The house is to be removed before June 1st, and if not secured for historical purposes, is to be torn down, according to court decree. Furniture of the Revolutionary period is also solicited. Please pass this appeal along.



HISTORICAL COLLECTIONS  
OF THE  
DANVERS HISTORICAL SOCIETY

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VOL. 2.

DANVERS, MASS.

1914.

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JOSHUA SILVESTER—HIS LIFE AND TIMES IN  
DANVERS.

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BY HARRIET SILVESTER TAPLEY.

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READ AT A MEETING OF THIS SOCIETY, DEC. 11, 1911.

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When a man distinguishes himself in a small community, it is often a matter of conjecture as to what might be his relative position among men of large affairs had his lot been cast in a great centre of commercial activity. However that may be, there must be a feeling of pride and satisfaction in having risen to a position among the most honored and respected citizens of his generation in a town of the size of Danvers of the nineteenth century. And this quite truly may be said to have been the good fortune of Joshua Silvester.

He was born in Pownalborough, now Wiscasset, Me., on July 9, 1803, the son of Joshua and Sally (Stacey) Silvester. His grandfather, David Silvester, who was 'Squire Silvester' to the good people of the community, was a prosperous ship owner and merchant during the period when Wiscasset was one of the thriving seaport towns of New England, his ships sailing to England and the West Indies. His father, Joshua Silvester, was also a merchant, who, during a course at Marblehead Academy, met and later married Sally, daughter of Capt. Richard and Rebecca (Mullett) Stacey of Marblehead. A few years before another sister, Rebecca, had met at the same school and afterward married, David Silvester, Jr., Joshua's elder brother.

When Mr. Silvester was three years old, his father disposed of his grandfather's business, and, with his own family,

to which were added the two orphan children of his brother, David, removed to Andover, Massachusetts. There he bought of James Barnard, on Dec. 26, 1806, a farm of 109 acres, with a house which was nearly new, and is still standing. It is a tradition that his wife, who was born in Andover, and had lived nearly all her life in Marblehead, became tired of the quiet of the Maine home, and that her desire to move back to Massachusetts was gratified. Mr. Silvester, Senior, was but twenty-seven years of age when he established himself in Andover, and with a considerable fortune inherited from his father, changed his avocation from a commercial life to that of husbandry. Here they dispensed hospitality freely, and tradition says that many a poor family was made happier after a visit of the wife with her basket of good things delivered by her personally with her horse and chaise. Four other children were born in Andover, but a pulmonary trouble which had carried off other members of the family, finally claimed both Mr. Silvester and his wife, she dying at the age of thirty-five and he at the age of thirty-seven years. At this time, the parents of Mr. Silvester, Senior, were both dead, as were also those of his wife, and it is not surprising that the young people, both of whom had been reared in homes of plenty, lacked mature judgment in matters of finance. The comfortable fortune which was brought to Andover had gradually diminished, and thus at the age of fourteen years, Joshua Silvester, the subject of this sketch, the eldest of four children, was, upon the death of his parents, thrown upon his own resources. His father, after the death of his mother, had married for his second wife, Lucy, daughter of Timothy Parsons, Esq., of Wiscasset, and with her the boy spent the next four years. He attended the district school, helped saw wood for the fire which blazed at one corner of the room and incidentally absorbed as much knowledge from the text books as the other Andover boys of his time.

Under existing circumstances, life on a farm did not appeal very strongly to the young man. He had sprung, on both sides, from a seafaring race, and a knowledge of or taste for tilling the soil had no part in his makeup. At the age of eighteen, he decided to strike out for himself. Together with Edward Staples, he had taken out shoes to make for John Porter at Danvers Neck, and they later went to Danvers to work in Porter's shop, which occupied the present site of the house of the late Joshua Bragdon. He worked for Mr. Porter about three years, lasting women's sewed shoes and slippers, and boarded with Paul Spencer, Porter's brother-

in-law, who lived just across the street. He next worked for Dodge & Cheever, a firm which made shoes and kept a store on the corner east of the North Beverly Church. He remained there a year, boarding with Mr. Cheever, and upon returning to Danvers, cut shoes for Moses Putnam, or rather for Luke Towne, who had a contract to cut all of Mr. Putnam's uppers. Mr. Putnam's shop stood near the entrance to the present estate of Hon. A. P. White, in Putnamville. At the end of a year, Mr. Towne wanted to re-engage the young man, but he could do better. John Porter wanted more cutters and he went back to his original employer, cutting roan skins at a cent and a half a pair, made good wages working half time, and remained as long as there was anything for him to do.

Mr. Porter had taken a course at Atkinson, (N. H.) Academy, and realizing his deficiency in the matter of early schooling, Mr. Silvester took the advice of his employer, and decided to study for a term or more at that institution. Frederick Perley of Danvers also attended at the same time. Atkinson, like all academy towns, although never boasting of a population of more than five or six hundred, was the home of many cultured and interesting people, and the presence of a considerable number of students created a social atmosphere that was not shared by the average small town. The terms for board, washing and lodging seem incomprehensibly small today, being \$2 per week, while the tuition was but \$3 per quarter. Under the instruction of Rev. Stephen Farley, the preceptor, the young man gained much knowledge and an unlimited quantity of good advice, and Mr. Silvester always counted his small savings spent in this way one of the best investments he ever made. But whether he had reference wholly to the educational benefit there is some reason to doubt, for while pursuing his studies there he kept up the family tradition by selecting from among the young ladies at the academy, his future wife.

Returning to Danvers, he kept store for Jonas Warren in the old Gideon Putnam tavern buildings, which stood on Richards' corner. He was speaking of this service a short time before he died, recalling the busy times of the country store, the high class of goods kept for sale and of the immense amount of business transacted. He was a warm and lifelong friend of Mr. Warren, whom he regarded as a "right up and down square dealer."

The first mention of his name in connection with town affairs, was on Jan. 6, 1823, when he was drawn as "engine

man" for Engine No. 2, and this distinction was again conferred upon him in common with other young men the following year, but as there is also a record of his having paid a fine of seventy-five cents for non-attendance, it would seem that his interests lay in other directions.

At about the age of twenty-five, he began to manufacture shoes in company with Benajah G. Brickett, a currier from Plaistow, N. H. Alfred Porter, son of Zerubbabel Porter, the latter famous as being the first shoe manufacturer in the United States, had built a small shop\* at Porter's hill, next to the old factory, intending to use it in the manufacture of shoes, but his death occurring soon after, Silvester and Brickett secured these quarters. The firm carried on both currying and shoe making, Brickett managing the currying in the old shop and Mr. Silvester conducting the shoe business in the new one. In this way they used nearly all the hides which Col. Warren Porter, brother of Alfred could tan. The business prospered from the very start, and it was not long before Mr. Silvester's frequent trips in the saddle to Atkinson, culminated in his marriage on June 16, 1829, to Harriet Livermore Noyes,† daughter of Nathaniel and Sally (Poor) Noyes of that town. Since her graduation from the academy she had taught in the village schools and she proved a worthy helpmeet during the fifty years of their married life. They at once began housekeeping in the Col. Warren Porter house, which had been built but a few years before by Zerubbabel Porter for his two sons, Col. Warren and Alfred. On account of the latter's death in 1826 the northerly half of the house remained unoccupied, and this the young man was able to secure. He never tired of singing the praises of the old families who lived and conducted such a flourishing business in the olden times in this section of North Danvers, now known as Putnamville, but then known locally as "Blind Hole".‡ Fortunate indeed did he count himself for having his lot cast among such worthy people. In writing some reminiscences§ many years afterward he said:

\* This shop is now used as a dwelling house for the gardener on the estate recently owned by Andrew C. Watts.

† She was born in Atkinson on Nov. 21, 1808, and was of the seventh generation from Nicholas Noyes who came to Newbury in 1635. By intermarriages she was connected with the Hale, Chase, Greenleaf, Coffin, Knight, Dole, Little and other early Newbury families.

‡ Danvers North Parish as early as March, 1775, contributed 10 pair of shoes to the Army.—*Salem Gazette*, March 10, 1775.

§ Danvers Mirror, Jan. 3, 1885.



"Fifty or sixty years ago, Blind Hole was the great center for the shoe business, nearly all the shoes manufactured in the town being done in District No. 3. There were seven shoe shops in full operation the year round; now there are none. It was my good fortune to reside amongst this people from 1824 to 1839. During that time, I became acquainted with and transacted business with nearly all the people in the District. Between Col. Warren Porter's and Capt. John Bradstreet's resided sixteen heads of families. This embraced all the old settlers, and all were temperate, industrious and honest townsmen, good neighbors, who attended to their own business; not a drunkard, trickster, gambler or jockey amongst them. A township of such people would not need laws, lawyer or police, for they were a law unto themselves. They were: Zerrubbabel Porter, Esq., Cols. Warren and Alfred Porter, his sons; Simeon Putnam, David Putnam, Nathaniel Boardman, Samuel Putnam, Moses Putnam, Abijah Richardson, Seth Putnam, Daniel Goodhue, Jonathan Porter, Moses Porter, Elias Endicott, Elias Putnam, Capt. John Bradstreet and Major John Bradstreet. These people have all passed away, but have left a large number of descendants of the second and third generation amongst whom may be counted preachers, doctors and lawyers of good repute. Hon. Elias Putnam lost two sons of very great promise in early manhood, Elias E. and Alden, and a daughter Emily, who married Augustus Fowler. She was one of the finest of young ladies. Elias E. was in business with his father and was developing a superior business capacity. Mr. Richardson lost a son and daughter. Mr. Moses Putnam lost two sons in early life, Alfred and Israel. Alfred was in business with his father, and had proved himself to be one of the best business men Danvers had ever produced and one of its very best citizens. The town as well as the family met with a great loss in his early death. Daniel F. Putnam, who married Miss Susan Putnam, sister of Alfred, took Alfred's place in the business, and he, too, passed away much too early; what I have said of Alfred, may, in truth, be said of him. Daniel F. Putnam, who married Miss Mary, daughter of Simeon Putnam, took his father's place in the business. He was a true type of his father and passed away young."

But not alone were the activities of these people along commercial lines. The shops were the centres where men congregated to discuss the topics of the day, and many a young man took his first lessons in politics at these neighborhood

meetings. Theology, also, had a part in the discussions, and the words of wisdom which flowed from the lips of the older citizens, were eagerly absorbed by the younger generations. These were the days when inroads were being made on the old Calvinistic faith by the adherents to the liberal thought, and of all the persons to whom the young man listened, Elias Putnam was perhaps of the greatest influence in shaping his views of religion and politics. Although ten years his senior Mr. Putnam was his close friend, and the sound judgment and unswerving integrity, which were Mr. Putnam's characteristic attributes, were of inestimable help to him in his future career. He always esteemed it a high privilege to have enjoyed the friendship of such a man, and often in his later years, he testified to Mr. Putnam's ability, always concluding by saying that had the latter lived to the ordinary age of man, great things might have been expected of him.

Mr. Silvester was brought up in the prevailing Orthodox faith. During his first few years in Danvers, he attended the First Church during the later ministry of Rev. Benjamin Wadsworth, and the first of Rev. Milton P. Braman, but the seeds of the liberal faith were sown early. He was by no means bound by generations of ancestors, who were adherents to the Puritan religion, but, on the other hand, he had inherited liberal tendencies. His maternal ancestors were Episcopalians, affiliated with old St. Michael's of Marblehead, and his paternal grandfather was sufficiently liberal to have given his Legislative vote for the opening of the first theatre in Boston. It was not long before he was an ardent follower of the sect known as the Universalists. For a number of years, Putnamville had been a stronghold of the new theology, counting among its members many persons of character and influence in the community. The "Universal Society" had been meeting in the old schoolhouse for a quarter of a century and listening to the new faith expounded by such pioneers as Hosea Ballou, Joshua Flagg, Thomas Jones, the Streeters and Charles Hudson.\* It was an era of vivid theological illumination. The preaching of the elder Ballou, the discourses of Channing, the controversies of Ware, Stuart, Sparks and Miller, the schism of the Congregationalists into Trinitarian and Unitarian—all were fresh in the minds of the people. As never before the reason was freely applied to the examination and criticism of religion and its organizations. Scores in every community were breaking secretly or

\* Rev. H. M. Forbes in Danvers Mirror, Dec. 1, 1879.

openly with the old faith. The last recorded meeting of the old "Universal Society" was on May 28, 1827, and on Oct. 15, 1829, a new organization known as the First Universalist Society came into existence. Mr. Silvester was one of the sponsors, his associates being William Francis, Hathorne Porter, Josiah Gray, John Ross, Moses W. Wilson, Nathaniel Boardman, Benajah C. Brickett, William E. Kimball, Daniel Woodman, Dr. Eben Hunt, Benjamin Potter, Isaac Caldwell and William Rogers. On Sept. 28, 1832, he was one of a committee of four, composed of Nathaniel Boardman, Hathorne Porter and Joseph Porter, appointed to purchase land for a church edifice. Accordingly on Oct. 29, having bought a lot of land of Israel Endicott at New Mills, they contracted with Moses W. Wilson to erect a building, 56 x 42 feet, at a cost of \$2,500. The total cost was \$3,100, and the building was dedicated on June 28, 1833.

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These were years of great prosperity for the shoe manufacturers of this vicinity. The southern and western markets, which depended almost exclusively for their supply upon New England, were every day opening new sources of consumption. The increase of population in the West alone created a demand which the local manufacturers could by no means meet. The workmen were getting what they considered very high wages. "We know of journeymen earning two and a half dollars, regularly and with ease," says a contemporary account.\* Danvers was already well and favorably known as a shoe town, and the quality of boots and shoes turned out was the equal of any in the country. As early as 1839, Mr. Silvester had an exhibit of boots at the Mechanics' fair in Boston.† The panic of 1837, which embarrassed so many business interests, was passed by him successfully. It was a serious condition of affairs, and many a firm was obliged to succumb. Mr. Silvester testified in strong terms to the honor and integrity of Alfred Peabody, of Salem, of the firm of Peabody & Robbins of Buffalo, who, forced to the wall, at this time, a few years later paid every dollar of his indebtedness. The fact of a man settling in full for a debt of several years' standing was thought to be so worthy of commendation that a communication was sent by Mr. Silvester to the Salem Register.‡

\* Salem Gazette, July 29, 1836.

† Salem Gazette, Sept. 27, 1839.

‡ Salem Register, Dec., 1843.

From the time of his engaging in business until the year 1838, a period of about ten years, he was a successful manufacturer. His partnership with Mr. Brickett was dissolved after about two years, the latter engaging in business in the old wool shop at the New Mills; but the little shop at Putnamville had been such a busy place during this period that he had been able to accumulate a considerable property. Under such conditions, coupled with an abundance of energy and good judgment, it was not surprising that he should look for more commodious quarters. And so it happened that the growing village at the Plains was selected as a suitable location. A veritable boom had struck this section of the town, and Samuel Preston and Elias Putnam had already erected large factories on the main street. The Salem Gazette of July 2, 1838, in referring to the building operations says:

"Within a few years, some six or eight, between 30 and 40 dwelling houses and other buildings have been added to the place, and several more, including a large hotel, are going up at the present time. A few years ago this was a village of a few scattered houses, and the chief business besides agriculture was confined to two stores. Now the place has a bank, several shoe manufacturies, and shops of various kinds of artisans. The place at present is fast branching out into streets and building lots, many of them commanding a high price—the whole assuming quite a townlike appearance. All this is attributed to enterprize and industry and to the establishment of manufactures—a never failing cause of thrift wherever they are established."

Here he bought of the Village Bank on Mar. 28, 1838, for \$695,\* a lot of land 115 feet on Maple street, extending from the present Kirby block to the brick building now owned by James Fossa. It was especially stipulated in the deed that he should not "locate any building nearer the street than to range on a line drawn from the first pillar of the piazza at the corner of the Village Bank to the first corner of Mr. Amos Brown's dwelling house." The bank had bought of James Sleeper, victualler, for \$2,800, on May 24, 1836,† three fourths of an acre of land, extending from the corner of Elm and Maple streets to Amos Brown's property, or nearly to the corner of what is now Cherry street.‡ On the same day, Mr.

\* This land, without buildings, was taxed in 1912 for over \$10,000.

† Essex Deeds, vol. 289, p. 91.

‡ The brick building which was converted into the Village Bank quarters was apparently a store built by Jeremiah Page



Silvester's brother-in-law, John M. C. Noyes, bought of the bank the lot next to his.

Upon the lot thus purchased, Mr. Silvester crected a fine set of buildings. His house occupied the present site of J. E. Ropes' store and the adjoining store owned by the Ropes estate on Maple street, and his large, three story factory which was 40 feet square, with a retail store on the first floor, was located on the present site of John T. Carroll's block and the building recently owned by the heirs of Samuel W. Spalding. Work on the buildings was begun in the summer of 1838, the lumber for their construction being shipped from Eastport, Me., on July 4, by Daniel Kilby, in the schooner *Mercator*, William Pert, Master. It was unloaded at Danvers Neck and the bill of lading† shows the consignment to be as follows:—40,000 ft. of lumber, 12,000 half-inch laths, 3,000 pickets, 33,750 shingles and 30 cords of wood. Simeon Putnam and W. J. C. Kenney were the builders. The character of the house may be judged from the residence of the late Israel H. Putnam,‡ Locust street, which was built from the same plans. The buildings were occupied in January of the following year, and the business continued to increase in proportion to the enlarged quarters.

The growth of manufacturing in the northern portion of Danvers created a demand for banking privileges which had hitherto been provided by Salem institutions, and the result was the organization of the Village Bank in 1836. He was chosen a director in 1839, serving in that capacity until 1852. During these years he was associated with the following men on the board: Samuel Preston, Elias Put-

before 1802. Mr. Page for \$1200 conveyed to John Fowler, Jr., and John Page, brickmaker, son-in-law and son of the grantor, this building, together with a barn and shed. (Essex Deeds, vol. 170, p. 293.) On Jan. 22, 1811, John Page conveyed his half interest to John Fowler (Essex Deeds, vol. 193, p. 35) and the latter on Jan. 31, 1814, conveyed the whole property to Hon. Samuel Holten. (Essex Deeds, vol. 202, p. 273.) In the division of Hon. Samuel Holten's real estate, June 3, 1823, by Amos Tapley, Elijah Pope and Amos Pope, this part of his property came into the possession of Porter, Kettell, a grandson. (Essex Probate, vol. 401, p. 346.) On Oct. 14, 1823, Porter Kettell conveyed it to Nathaniel Putnam and Thomas Cheever, partners in trade. (Essex Deeds, vol. 232, p. 288) and on Apr. 19, 1824, this firm conveyed the entire property, which consisted of three-fourths of an acre, with a store, house, barn and other buildings thereon, to James Sleeper. (Essex Deeds, vol. 235, p. 111.)

† Fowler Collections, Essex Institute.

‡ Now owned by J. S. Crehore of Peabody.

nam, Samuel Putnam, John Wright of Topsfield, Moses Black, Daniel Richards, George A. Putnam, Aaron Putnam, Joseph Black and Moses Putnam.

In the early forties, there was a steadily increasing demand for Massachusetts made shoes from distant points. Up to this time the product of the state was consumed by the local population and manufacture for export was hardly known, but the situation had changed and the production was reckoned at fourteen million pairs of boots and shoes annually, which far exceeded the output of any other state with 39,000 hands employed.\* The Danvers manufacturers were alive to their interests and the factories were running full time. In Feb., 1842, a meeting of shoe and leather dealers was held in North Danvers when all the prominent manufacturers were appointed delegates to attend the state convention of leather men in Boston on Mar. 21.† At this meeting, Hon. Elias Putnam was chosen to represent the town of Danvers at the National convention to be held in New York in relation to the tariff, for in politics, the leather dealers were always to be reckoned with. Mr. Silvester, in common with others in this branch of business, was a Whig in the fullest acceptance of that term. These were days when party feeling ran high and loyalty to principle was sacred to either side. It was almost as strenuous as in the beginning of Jefferson's presidency when it was said that one could tell by the clothes a man wore whether he were a Republican or a Federalist. Under the tutorage of "Squire Elias" he had early developed an interest in the political issues of the times and as early as Aug., 1839, he represented the young Whigs of Danvers on the delegation to the county convention at Ipswich.‡ He became henceforth one of the most ardent Whigs in a town which was noted throughout the state as one of the Whig strongholds of Essex County.

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This year the Whigs, who had been defeated in every Presidential campaign since the election of Jefferson in 1800, were making a tremendous effort to win the Presidency for Harrison, and the whole country was aroused as never before. Processions miles long, decorated with the slogan "Tippecanoe and Tyler too," volumes of newspaper comment in the dif-

\* Salem Register, Nov. 4, 1841.

† Salem Register, Feb., 1842.

‡ Salem Gazette, Aug. 23, 1839.

ferent party organs, often more vindictive than reasonable, to say nothing of the rousing rallies of both political parties, made scenes of wildest excitement. The Whigs of Danvers were in dead earnest. They held a meeting on Apr. 10, 1840, at which even the "aged fathers were present, who had laid politics upon the shelf, but who are now roused up to duty as never before in view of the real danger which exists,"\* the danger of free trade and the leaving of the question of slavery to the people of the different states. The tariff, however, was the main question which induced nearly all the Danvers shoe men to throw their strength to the Whigs. The Boston Atlas argued "The best ladies' shoes can be manufactured in France and delivered at this port at 2 francs or about 38 cents per pair, and if the locofocoes want only 25% tariff, can you make them to be sold for 50 cents per pair and have a support for your families?"† And when Harrison was elected, the Whig enthusiasm knew no bounds. Having thus gained a victory after a forty years' struggle, they set about to carry Massachusetts. In September of 1842, the Salem Gazette, which was a recognized Whig organ, announced that the Whigs would not rest under another year of "Locofocoism" and urged concerted action. Danvers was early in the field and on Oct. 6, 1842, Mr. Silvester was chosen a delegate to the convention of the second district, with the following Danvers men: Robert S. Daniels, Fitch Poole, William Black, Elias Putnam, Daniel P. King, and Benjamin Goodhue. This was a notable occasion, as it marked the beginning of that vigorous campaign in which three years later the Whigs met sore disappointment in the defeat of their idol, Henry Clay, their "Harry of the West," for President. The convention which met at Danvers, Oct. 10, endorsed Clay and Davis, with a platform of sound national currency, protection to American industries, and the equitable distribution among the states of the revenue derived from the sale of public lands. It was also the convention that nominated Leverett Saltonstall for Congress. On Oct. 20, the North Danvers Whig Association, of which Elias Putnam was president and William L. Weston, secretary, passed resolutions of loyalty to the cause. Mr. Silvester was also a delegate to the famous Worcester convention on June 7, 1843, which nominated Briggs and Reed for state honors and which the Boston Atlas said "was composed of

\* "E." in Salem Gazette, Apr. 14, 1840.

† Salem Register, Oct. 17, 1842.

some of the most able, intelligent and patriotic men that can be found within the limits of our state." The other delegates from Danvers were Hon. Daniel P. King, who was Speaker of the House of Representatives, John W. Proctor, Esq., Henry Cook, Lewis Allen, Elijah W. Upton, Perley Tapley, Israel P. Boardman and William Black.

In Danvers, affairs were fast approaching a crisis. Mr. Silvester had been nominated for Representative from North Danvers and Frederick Morrill from South Danvers, both on the Whig ticket. Both were believed to be strong men whose nominations in this district were equivalent to an election but the Whigs did not loosen their grip for an instant. "A full vote is a Whig victory" was their slogan. The Democrats threatened that they would carry the House again that year, and an appeal was made to the Whigs of the small towns to get out the full vote, "for one vote for a single representative may decide all." Party newspapers were filled with editorial comment and communication. Under the caption, "Danvers Waking Up," the Salem Register of Nov. 2, 1843, says:—

"The Whigs of Danvers had their first meeting preparatory to the fall campaign on Monday evening. An excellent spirit prevailed, and importance was urged of prompt, vigorous and united exertion if we would preserve untarnished the honor Danvers has hitherto gained as the banner town of old Essex. A committee of vigilance was appointed. In a word, old Danvers is fairly awake. Her Whigs have heard the alarm Bell from Montgomery; they have been enlightened by the rays from Collins Light House; the reports from the old King's Arms of the Revolution are still sounding in their ears, they are picking their good Whig flints in earnest, and when their serried ranks shall march up to the polls, you may expect to hear some live thunder, if not a YOUNG EARTHQUAKE."

But the crowning ante-election affair was the great outdoor County convention at Andover, which had been in preparation for weeks. The Salem Gazette said, editorially, on Nov. 3:

"The Whigs of Danvers had a capital meeting on Monday evening. A delegation of 86 Whigs was chosen to attend the gathering at Andover, and it was voted to have a grand rally of Whigs of the town on Friday evening next. A Committee of Vigilance was also appointed and the best spirit manifested. We commend the example of our Danvers friends to the Whigs throughout the County."



A large pavilion had been provided to accomodate several thousand at dinner, and a platform erected in front of the Old South Church, where the exercises were to take place. A press correspondent suggested that the Salem and Danvers delegations unite in the outskirts of Andover, and with banners flying march in to music by the Salem Brass Band "to enliven the scene and stir us up to put forth the energies of the good old times of 1840." A contemporaneous account said the "weather was wintry, but the patriotic spirit made glorious summer of all the attendant circumstances." The procession was honored by the presence of Revolutionary heroes, several ex-Governors, the Whig members of Congress, and the Hon. Daniel Webster, who was the orator of the day. Robert S. Daniels and Elias Putnam were among the vice presidents chosen, and Stephen C. Phillips, as chairman, introduced the orator to the six thousand or more present. The address was a long and eloquent espousal of party principles, and, at the close, in answer to rumors that he was wavering in the faith, the great Webster thundered in unmistakable tones of assurance, "I am a Whig, a Massachusetts Whig, a Faneuil Hall Whig, and no man shall have the power with justice to pronounce me otherwise!" Mr. Silvester was elected Representative, much to the gratification of the party, and helped to reduce the Democratic majority in the House of 1844.

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The matter of transportation facilities for the town of Danvers was one of the most discussed topics of this period, and the town was divided into several factions, favoring as many different railroad routes. There were some who argued like the narrow-minded correspondent in the Salem Gazette, when the Eastern Railroad was contemplated, "Let us construct our own Railroads north and south, but, as we hope to prosper, let us not have one to Boston!" Even before the Eastern Railroad was built, and when the different routes were under discussion, there was an attempt made to survey a road from Danvers to Boston.\* At this time there were two roads proposed, one called the Eastern, with a terminus at East Boston, and the other called the Western, passing through Charlestown Neck, West Lynn, Danvers, Salem and Beverly, with a terminus over Chelsea Bridge. At the annual meeting in Danvers in 1836, resolutions were adopted in

\* Salem Gazette, Aug. 25 and 28, 1835.

favor of the latter course because it avoided the ferry, and a memorial to that effect was sent to the Legislature, but the Eastern route was finally selected\* as the most direct, cheapest to construct and passing through the most populous district. For the next fifteen years the peace of the community was periodically disturbed by bitter factions favoring this or that route and it was made the paramount issue at all the Representative elections. Indeed, it served in no small measure to keep alive the sectional feeling that ultimately resulted in the division of the town. In common with other manufacturers, Mr. Silvester did all in his power to create an influence in favor of a road to Boston, and while in the Legislature was interested in obtaining a charter for a road from Georgetown to Danvers, the proposition being to continue the road already built from Newburyport to Georgetown. The road known as the Georgetown and Danvers railroad was duly incorporated on Nov. 16, 1844, the incorporators from Danvers being Elias Putnam, Samuel Preston, Joshua Silvester, John W. Proctor, Esq., Robert S. Daniels, Henry Poor, Elijah W. Upton, Kendall Osborne, Lewis Allen, David Daniels, Fitch Poole, Eben Sutton and Dr. George Osborn. The road did not materialize probably from lack of funds to finance it. The Danvers Courier,† commenting on the failure of the project, thus facetiously remarks:—"No accident has happened to any one, if we except the trifling pecuniary damage to those who obtained the charter. All are delighted with the invisible cars which render the motion at greatest speed imperceptible. The grade is perfectly level the whole distance, the rails not being laid on sleepers but on good substantial drawing paper." It might be added that the Courier was published in the southern part of the town.

Mr. Silvester was one of the original petitioners to the General Court of 1843 for the incorporation of the Holyoke Mutual Fire Insurance Company of Salem. The petition was signed by the following representative men of Salem and other Essex County towns: Stephen Osborn, John M. Ives, and John S. Williams of Salem, William Fabens of Marblehead, and Joshua Silvester and Jonas Warren of Danvers. At the first meeting held on Nov. 27, 1843, he was chosen a director, with the following associates: John S. Williams,

\* April 11, 1836. The Eastern railroad was incorporated Apr. 14, 1836, and the road opened from Boston to Salem, Aug. 27, 1838.

† March 28, 1846.

William Sutton, Caleb Smith and Stephen Osborn of Salem, William Fabens of Marblehead, Frederic G. Low of Gloucester, John P. Allen of Manchester, Frederick Mitchell of Ipswich, William Boynton of Newburyport, Edward Todd of Rowley and John Hilton of Lynn. He continued a director in this company nearly twenty years, resigning in 1861, when Gilbert A. Tapley was chosen to fill the vacancy.

The first movement toward the organization of the Walnut Grove Cemetery Corporation was made on Oct. 17, 1843, when he was chosen one of the first trustees, with the following associates: Elias Putnam, Gilbert Tapley, Moses Black, Henry Fowler, Nathaniel Boardman, Thomas Cheever, Eben G. Berry, W. J. C. Kenney, Daniel Richards, Nathan Tapley, Samuel P. Fowler, Alonzo A. Edgerton, John Bates and Samuel Preston. The first regular officers were chosen at a meeting held in the store of his factory on Maple street, on Oct. 18, when Elias Putnam was elected president, Henry Fowler, clerk, and Joshua Silvester, treasurer.\* He was an officer in the corporation nearly all his life, and was instrumental in laying out the avenues and adorning the place with shrubs and trees.

He served also as selectman of Danvers, in 1841, 42, 43 and 44 and on the Health Committee from 1840-43 with Dr. Joseph Osgood, Dr. Andrew Nichols, Dr. George Osgood and James D. Black.

Mr. Silvester was apparently at the height of his business prosperity, when the great fire of 1845† which swept away the entire Square, included his own property in the ruins. It occurred on June 10, and started in all probability from sparks from a pipe of one of the workmen who had been in the shed in the rear of the house. The occupants of the house being aroused by the smell of smoke found the rear of the house in flames. Mr. Silvester was on a day's outing at Manchester with Samuel P. Fowler, gathering magnolias and plants in the woods and did not learn of the disaster until late in the afternoon. Aid was quickly summoned but the flames spread rapidly to the factory and from there on until nearly all the buildings on both sides of the street on the Square were consumed. The local fire department, aided by those of the surrounding towns, was powerless, for the reservoirs were low and the hose filled with sand until it was

\* Rev. A. P. Putnam in Danvers Mirror, Dec. 31, 1881.

† Twenty houses and other buildings, valued at \$80,000 were consumed upon which there was an insurance of \$30,000.

well nigh useless. Lines of hose were laid to Frost Fish Brook but it was impossible to quench the flames. At this time, his loss was particularly heavy as the factory was filled with finished goods, mainly brogans for the Southern trade, the factory attic being used as a storehouse. It was the custom at that time to make up goods in advance and sell on six months' notes, a practice which ultimately was found to be disastrous to business interests, as the following from the *Danvers Courier* of Jan. 16, 1847 bears testimony:

"The existing credit system has been the prolific source, indeed the parent, of two-thirds of the bankruptcies in our country. The wholesale dealer buys his hides of the importer on credit. The tanner buys of the wholesale dealer his necessary supply on credit. The shoe manufacturer buys of the tanner his stock of leather on credit, and finally the Southern shoe dealer imbibes enough of Northern principles to buy from the manufacturer on time, alias slow notes, the payment of which, we fear is postponed to eternity. The Southern shoe dealer, however, reduces his stock to cash."

Previous to the fire, the buildings on the westerly side of Danvers Square had been built on a line running from Cherry street to the flagstaff in front of the hotel, the bank occupying a position about where the present drinking fountain is to-day, there being a sharp angle or turn in the road to get to Elm street or High street. On the Fourth of July following the fire, a petition, headed by Aaron Putnam, was presented to the County Commissioners for the widening of the Square, and on Aug. 22, the petition was granted, Amos Brown, Joshua Silvester and Francis Noyes giving in a portion of their front land and the Bank being allowed damages for the land taken on the corner.\* This resulted in the broad square of to-day with its unobstructed view down High street. Mr. Silvester later sold his land here to Joseph W. Ropes† and Albert G. Allen.‡

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It was not long after the fire, however, that Mr. Silvester conceived the bold idea of crossing the ocean and introducing into England the Yankee idea of manufacturing pegged shoes. In addition to the establishment of a factory there, he was employed by a New York concern to sound the English

\* County Commissioners' Records, Clerk of Courts office, Salem.

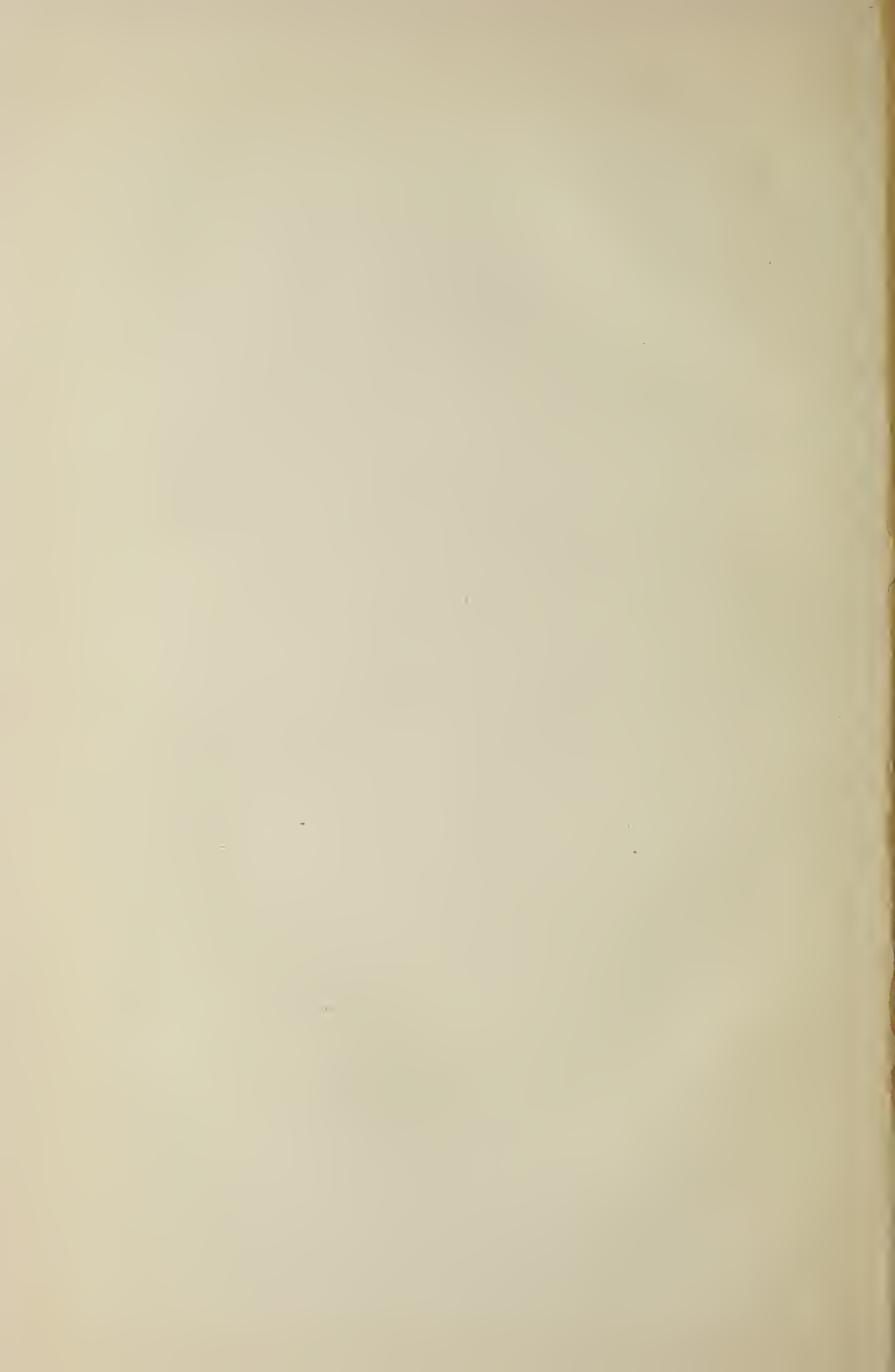
† Dec. 10, 1845. (*Essex Deeds*, vol. 392, p. 36.)

‡ Apr. 29, 1851. (*Essex Deeds*, vol. 450, p. 64.)





RESIDENCE OF JOSHUA SILVESTER.  
From a photograph taken in 1872.



market in regard to its acceptance of American made leather, with a view to exporting large quantities to that country. The Danvers Courier of Sept. 27, 1845, comments upon the experiment as follows:—

“It will be recollected by our readers that we predicted that the experiment of shipping leather to England\* would probably fail on account of inveterate prejudice of Englishmen to everything not English, and that this prejudice must be overcome by a close imitation of their own production in quality and appearance. Sufficient time has now elapsed to know the results of the first shipments which have all been unsuccessful and from the cause above stated. We hope this failure will not discourage further attempts to introduce this important staple into the English market. We are convinced that with our advantages for the cheap and rapid manufacture of leather, we can undersell the British Manufacturers and satisfy the people there of the equality, if not the superiority, of our own tonnage. We think just the right mode of effecting this desirable object has been hit upon by some highly respectable parties in the leather trade in New York, who have engaged the services of an experienced shoe man of this town, to go to England and superintend the making of shoes of American Leather by English Workmen. It seems almost certain that this undertaking will not only succeed but be highly profitable to those concerned, as the difference in the cost of our leather compared with the English will afford a good chance for profit, and after the leather is made up, the difference of kind will be scarcely perceptible to the purchaser. We think we do not over estimate the importance of the English market to the leather trade, when we declare that it will be of as much importance to that interest as the opening of the port of China for the admission of cotton goods has been to the manufacturers of cotton cloths.

“We heartily wish the project every degree of success, not only on account of the enterprising individuals immediately interested in it, but for the advantage it will be to the whole leather trade of the country. Although English prejudice is so strong against everything foreign that even educated men of the country believe that one Englishman is equal to two Frenchmen, and that there is no comfort beyond the shores of their little Island, instances are not uncommon of this prejudice having been overcome by Yankee ingenuity.

\* In 1910, the U. S. exported fifty million dollars worth of leather and leather goods to England and other countries.

"When we sent our beef and pork to England, Mr. Bull turned up his nose at it until it was cut up and packed in the British style, when it at once became quite palatable. So it was with our butter and cheese, the latter article particularly which is now in great demand and in extensive use in that country. John received our wooden clocks, flattered as he was by the reflection of his own bluff features as he looked into their mirrors, and the superiority of Wenham Lake ice was too clear not to be seen through, even by an Englishman. These changes in the direction of articles of export, either coast wise or foreign, are so familiar to those who recollect the time when Danvers supplied Albany with wool and the city of New York with sole leather, that they need not be much astonished to find the staple manufacture of our town finding its way to a foreign market."

Accordingly, he took passage on the "Cambria,"\* which sailed from Boston for Liverpool on Dec. 14, 1845, arriving about fourteen days later, after a rough voyage. A rumor that the vessel had been lost was received in Danvers a few days after sailing and it created much consternation among the Danvers man's family and friends, but his safe arrival noted later allayed all fears and proved the report untrue. In addition to his manufacturing business he also engaged in the commission business, handling the goods of the T. C. Wales or Goodyear Rubber Co., of Boston, under the firm name of Silvester & Blackstone, his partner being Lorenzo Blackstone of Manchester, England. They succeeded in disposing of about \$35,000 worth of footwear the first year. He had left what remained of his shoe business in Danvers after the destructive fire, in charge of his brother-in-law, John M. C. Noyes and W. J. C. Kenney, which was continued for two or three years in the Francis Noyes factory,† and was later conducted by Nathaniel Silvester, his brother. The latter afterwards removed to Malden and engaged in the shoe pattern business in Boston, the brass bindings then used for the first time on the patterns being an invention of the Silvester brothers.

His first trip abroad occupied seven months, during which time the pegged shoe business was fairly started in Manchester. That the progress of his work was watched with interest by the leather men on this side the water is evident from the following in the Danvers Courier, of May 9, 1846:—

\* Danvers Courier, Dec. 20, 1845.

† Kirby block.

"It will be recollected that our townsman Joshua Silvester, Esq., sailed for England a few months since for the purpose of ascertaining the practicability of introducing American leather on the other side of the Atlantic, and to avail himself of such general information in regard to the shoe and leather business as he might be able. He is now in England pursuing these investigations. Having ascertained that no pegged boots or shoes are manufactured in the Kingdom, and thinking it a feasible undertaking, Mr. Silvester sent home for several mechanics acquainted with this branch of the trade. Six young men from this vicinity took passage in a packet ship from Boston on Thursday last for Liverpool, who will commence immediately on their arrival at that place, the manufacture of this kind of work."

The business in Manchester was started upon the arrival of the six Danvers men who were selected by John M. C. Noyes to teach the English the shoe pegging business, some to work on ladies' and misses' and others on men's shoes. The men who went over were Jacob Cross, Charles Story, Theodore Hobbs, Samuel Knight, William Marshall and Charles F. Waitt, and they sailed from Boston on the "Columbiana"\* in April in company with Mr. Noyes, being forty-eight days on the trip. The factory was on Ducie St., which bounds on one side the Victoria Railroad Station and near a tall bridge over a tributary of the River Irwell, it being necessary for Mr. Silvester to guarantee a sum of money in order that the men might cross and recross the bridge at pleasure. Shoe pegging was a novelty then and much interest was manifested by all classes witnessing the process of the manufacture by these Yankee workmen. American tanned leather was sent over to him by Danvers tanners† and the shoe pegs were obtained from Charles P. Preston and later from Norris & Preston.‡

\* Salem Observer, May 16, 1846.

† Among the firms of Danvers, Salem and vicinity from whom he bought leather to export or later to whom he sold imported leather to be made into shoes were the following:—A. F. Thompson & Co., B. F. Thompson & Co., J. A. Learoyd, Harris Munroe, O. Kimball, J. R. Langley, Joseph Walden, D. C. Haskell, Pool & Jacobs, John G. Gove, W. & M. Black, Jr., Caleb L. Frost, James M. Munroe, L. & W. S. Belcher, Geo. L. Thayer, Daniel Johnson, Boardman & Gould, I. H. Putnam, Putnam & Fellows, Poland & Connors, W. H. Sargent, Boston Japan Leather Co., S. Case & Sons, John Huse, Josiah Brackett and Benjamin Goodridge.

‡ From 1846 to 1848, he bought of this firm 256 barrels of shoe pegs at \$3 per barrel, which were shipped to Manchester in the ship "Sunbeam" and other vessels.



"Prior to his going to England only sewed work or a clog consisting of a wooden sole, with a leather upper nailed to the side, had been sold there. He took with him a sole leather splitting machine, which was the first seen in England. The prejudice against Yankee pegged shoes, however, was very strong, and for a long time dealers could not be induced to buy them, but eventually he succeeded in establishing a good business."\*

The Courier said, editorially, on July 11, 1846:

"We see almost every day new reasons for believing that the great market of the English nation is to be open for the enterprise of the manufacture of leather on this side of the water. It would appear from the recent dispatches from England that American leather is fast getting into favor in that country and will doubtless soon become an important article of export. It is impossible to foresee all the advantages and changes which may result from such a revolution in the traffic in leather, but it cannot but be highly favorable to the country at large, and particularly to those places where the manufacture is carried on. Whatever good effects may follow from the introduction of American leather into England, the credit of the undertaking belongs to Joshua Silvester, Esq., our sagacious townsman, who has been for some time perseveringly engaged in overcoming the obstacles incident to such an enterprise. He has found that the shortest way to effect his object is to adapt the article to the peculiarities of his customer and not wait for the customer to change all his old habits and adapt himself to the article. The same readiness and tact which has given him such a reputation for 'getting up' a particular style of shoe for our domestic market has been made available in suiting the taste and fashion of his English customers. By a judicious imitation of the mode of preparing leather as now practiced by English tanners, we may make the article as much in request as American provisions such as beef, pork, cheese, etc., now are. We are glad to learn that Mr. Silvester has established a commission house in Manchester, England, for the sale of leather, and that he also contemplates forming a connection in London for the same object. We hope our tanners will be early in this wide field of enterprise and learn the very best mode of making their leather to suit the new market. Those first in the field will

\*Shoe & Leather Reporter reprinted in the South Danvers Wizard, Jan. 2, 1861.

be the most likely to be successful in the competition. Mr. Silvester may soon be expected home on a short visit and can personally afford much valuable information to our manufacturers."

He sailed for home on the Great Western\* from Liverpool on July 25, 1846, and arrived on Aug. 10,† leaving Mr. Noyes in charge of his Manchester business. Three years later he disposed of the business to Mr. Noyes, who continued it until his death in 1860, "employing from forty to fifty workmen and disposing of about \$50,000 worth of pegged shoes yearly in a successful jobbing and retail trade."‡ Regarding the introduction of American leather into the English market and the success of the undertaking, the Salem Gazette, ten years later, has this to say:§—

"In respect to cheapness of material our American tanners have a decided advantage over those in England, where not only the hides have to be imported but also the materials for tanning them. The bark used in England is mainly imported, at much expense, from the Baltic and Mediterranean countries. The cost of leather in England, therefore is much increased and a chance is offered our tanners to supply that market with profit, since leather can here be made at less expense, and within the last ten years (since the new British Tariff) a considerable trade has been growing up in this commodity. At first the English dealers had strong prejudices against American leather but these seem to be so far removed that English houses are now engaged in its importation. The English leather is generally regarded as superior to our own. The hides are more carefully worked and cleansed there than by our tanners, and more time is taken to perfect the change. From one to one and one half years to double that time, is thought requisite to produce a good article. Particular care is taken with upper leather to insure a smooth and even grain and to give it a handsome color. English sole leather is so well impregnated with bark as to be nearly impervious to water, while ours absorbs water freely. Yet it is said that American leather is more durable than English although it may not do so good service while it lasts."

\* The Great Western was the first steamship to make a trip to the United States. She was launched on July 19, 1837, and made her first trip from Bristol to New York in April, 1838.

† Danvers Courier, Aug. 15, 1846.

‡ From Shoe and Leather Reporter, in South Danvers Wizard, Jan. 2, 1861.

§ Mar. 23, 1855.

Returning to this country, Mr. Silvester engaged in the commission business in Boston, exporting American leather, chiefly for Danvers tanners, which he continued for several years.\*

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The introduction of the ice business into England was also the result of a suggestion made by him upon returning from his first trip to England. A company of Salem men had begun to cut ice for home consumption, and also for export as early as 1843, the Salem Gazette of Dec. 12, of that year announcing that "We expect that Wenham ice will become as famous as Lowell cottons, Sheffield cutlery, or Newcastle coal." And such it proved to be, although under the direction of a Danvers man instead of the Salem company. Dr. Putnam, in an article in "Ice & Refrigeration,"† tells the story as follows:—Mr. Silvester told Henry T. Ropes and others in Danvers that he thought that there was a good chance for the ice business in some of the larger cities he had visited. Several of the more prominent gentlemen with whom he talked became very much interested in the matter and soon formed a company under the name of Ropes, Weston & Co. Its original members were Henry T. Ropes, his brother, Joseph W. Ropes, and William L. Weston. On February 5, 1847 they signed the paper whereby it was stipulated that for the purpose of ascertaining whether it would be for the advantage and profit of the parties above named to establish themselves as co-partners for the purpose of carrying on the ice business in some one or more of the cities of Europe," Mr. Henry T. Ropes should visit Liverpool, London or any other places in the island of Great Britain or on the Continent of Europe that he may deem advisable."

Accordingly Mr. Ropes set sail from Boston on Feb. 5, in the Washington Irving. On March 13, Daniel Richards joined the firm and all signed a new agreement which pledged \$1,150 for carrying on the ice business in England. Both of these papers are in Mr. Weston's writing and are wit-

\* Among the ships on which the consignments were sent were: Washington Irving, Ocean Monarch, Sarah Boyd, Brewster, Briton, Milton, Anglo American, Patrick Henry, Mary Ann, West Point, Sunbeam, Excelsior, Robert C. Winthrop, Bay State, R. D. Shepard, C. Carroll, Living Age, Uriel, Plymouth Rock, William Jarvis, Suffolk, Hope, Samoset, Akbar, Ashburton.

† July, 1892.



nessed by Mr. Silvester, who was earnestly interested in the enterprise though he probably felt that he was unable to embark in it as a responsible party after the calamitous fire referred to. Upon arrival, Mr. Ropes found that Mr. Lander of the Salem company had been carrying on the business in a small way both in Liverpool and London. The London branch was sold to an Englishman, and Mr. Ropes purchased the Liverpool property for the Danvers Company. The ice was packed at Wenham Lake, transported to Boston and shipped to England. For two or three years during which Ropes, Weston & Co., were carrying on their trade in Liverpool, they met with constant loss and disappointment. The others withdrew and Mr. Ropes continued the business. Joining Mr. Noyes in the manufacture of pegged shoes at Manchester, England,\* he at the same time associated Mr. Noyes with himself in the ice business at Liverpool, the shoe firm being Noyes, Ropes & Co., and the ice firm, Ropes, Noyes & Co. But this arrangement only lasted a few months. Mr. Ropes retired from the Manchester firm and devoted himself to the ice business in Liverpool, the firm's offices today being in the identical location in which they were opened sixty-four years ago. The press set forth the merits and ministries of genuine ice such as the company furnished. Blocks of it were on exhibition in windows in Liverpool and London. It came to be a matter of much talk and public mention. The queen and royal family had been presented with a specimen gift and had been delighted with it and of course what had proved so delectable to her Majesty was quickly and all the more in demand from her loyal subjects.†

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In the fall of 1847, the different railroad routes from Danvers to Boston became the issue at the Representative election, and a still stronger sectional feeling between North and South Danvers was the result. North Danvers had been strenuously fighting for the Essex Railroad for several years and the next year‡ was to see the road opened from Salem to Lawrence. The Danvers Courier stated that the North Danvers Representative in 1845 voted against the Essex Railroad, notwithstanding the fact that Danvers had

\* Salem Register, Aug. 25, 1892.

† Salem Register, Aug. 25 and 29, 1892.

‡ The first passenger car ran to Danvers on June 21, 1848.—Danvers Courier.

appointed a committee to further the interests of the railroads in the town. Mr. Silvester was a member of the committee, and in the *Courier* of Nov. 8, he published a signed statement to the effect that the Representative had told him that he voted against the road to preserve harmony in both sections of the town. From this time on, North and South Danvers were continually opposing one another in the matter of railroad routes. The need of a road that would transport passengers and freight directly to Boston was apparent to all. At this time there were two routes proposed, one through South Reading and Malden, which would be of benefit to South Danvers and not to North, and the Salem and Lowell line. As these matters would be acted upon in the Legislature of 1848, matters of such vital importance to Danvers, the *Danvers Courier* says:\*

“Care should be taken that the interests of Danvers be fairly and ably represented. The interests of the town, and the whole town are one and inseparable. If it be essential to the advance of our manufacturing interests and the general prosperity of the town that we have railroad accommodations, then send those to Boston who will unite in obtaining it in the best manner.”

And so it happened that the local controversy centered in the Representative nomination. It seems that in 1846 the North Parish, thinking that their interests were not fairly represented in relation to the railroad question, called a meeting, and nominated another candidate who was promptly turned down by the South Parish, but upon second trial secured the nomination. The following year the town committee, which was composed of a majority from the South Parish, apparently desirous of restoring harmony in the ranks, proposed that the hatchet should be buried and the old custom of each section nominating its own candidate should be adopted.†

Mr. Silvester, who was said to be openly opposed to the South Reading road,‡ which the South Parish favored, was the man selected by the North Parish, as their candidate, and for several weeks the papers were filled with correspondence and editorial comment.

A meeting was accordingly held at the North Parish, at which Mr. Silvester was unanimously selected as a candidate.

\* Oct. 30, 1847.

† *Danvers Courier*, Mar. 20, 1848.

‡ The road was opened Sept. 2, 1850.

A committee was chosen to report this result to the general town caucus, "but strange as it may seem," says the Danvers Courier, "the honorable member from South Danvers had the modesty and courtesy (himself being a candidate for re-election) to propose that the meeting should nominate—whom do you suppose? Mr. Silvester, and the choice of the North Parish? No, but the gentleman whom they had last year elected against the wishes of a large portion of the North Parish. And he urged this in a speech of some length. The meeting, however, had the courtesy to hear the report of the committee, and ratified the nomination of Mr. Silvester."

This meeting was held at Upton's hall, in the South Parish, with Hon. R. S. Daniels in the chair, and was attended by about eight or ten from the North part of the town and about thirty from the South. There were speeches by Hon. D. P. King, A. A. Abbott, Esq., W. D. Northend, Esq., and J. W. Procter, Esq. Mr. Silvester received thirty out of thirty-nine votes, showing that there must have been at least two votes by the South Parish Whigs to one by the Whigs of the North Parish in his favor.\* It could not be denied then that he was nominated by the South Parish.

For the next few days great excitement prevailed in the Whig camp. The Danvers Courier in its issues just previous to the election† contained the following editorial, which sought to heal the breach and put party above petty differences, and which was mild in comparison with some comments of the times:—

### WHIGS, ARE YOU READY?

"On Monday next comes the election. Are we ready for it? Will the Whigs of Danvers do their duty by polling a full vote? The Locos are working quietly, it may be, but zealously. And with the hope of springing a trap upon our apathy and sloth—we must be up and doing. It will be a burning shame if with such motives as we have to quicken us and with such power as we hold in our hands we should not bring out our whole force and make it tell fairly in the great result. Our friends in the different school Districts must canvas them thoroughly. Search out every Whig and get him to the polls. *One vote may decide the election.* Let us poll up a handsome old fashioned majority, and send

\* Danvers Courier, Nov. 18, 1847.

† Danvers Courier, Nov. 6, 1847.

to the House, Messrs. Upton and Silvester—two Staunch Whigs—by such a vote that they may be proud to show themselves as the Representatives of old Danvers.”

A few days later the Whigs of the North Parish, desirous of acting in concert with the South Danvers brethren, as they had been requested, met at the polls and unanimously supported the regular nominees for Representative, Messrs. Upton and Silvester. The result was that Mr. Upton was elected and Mr. Silvester defeated by the opposition of some treacherous Southern Whigs.

“Now had the same course of conduct been pursued by the Northern Whigs, Mr. Upton could never have been elected.\* There being choice of only one Representative the meeting was adjourned to the next day at one o’clock. In the meantime the Whigs of the South, finding that they had secured by deception one Representative, determined if possible, by a combination of locofocoism, railroads and double dealing to elect the other also, and to this end they sought out a few of the down-trodden and oppressed locos and induced them to come to their help against the mighty—promising them that they will swallow as a candidate one of *their* party even though his soul and body is dedicated to *loco-focoism*. The forlorn locos gladly accepted the proposition. Immediately glaring hand bills were circulated, summoning the faithful anxious friends of a Railroad to Boston, to the polls, to vote for the *loco-motive* candidate. This effort had the effect to bring out multitudes. One would have thought as they piled in to the ballot box, that the fate of the nation hung on the result. During all the preparations for this manoeuver the Whigs of the North were kept entirely ignorant of proceedings and knew nothing of it, until the polls opened. The result of the first trial was no choice. And now came a turn of the tide.

“The Whigs of the North, seeing a good opportunity of defeating the locofocos, improved it as all good Whigs should, and voted on motion of one of the fathers of the party, to proceed immediately to ballot and to keep the polls open twenty minutes. This vote and the result of the trial changed to frowns the smiles which but a few moments before were visible on many a countenance from the South, and those who came to shout remained to swear or weep. The result of the election is known to all.”

\* Danvers Courier, Nov. 18, 1847, written from “New Mills” and signed “Fair Play.”



Mr. Silvester's election was a severe blow to the South Danvers voters who were interested in the South Reading Railroad, and many after-election letters were written to the papers.\* The North Parish opposition to the proposed railroad was on account of loyalty to the Essex road which had been built mainly through their efforts and of which the South Reading road would have been a rival; they also probably looked forward to the time when a road would be built from Georgetown to Boston through North Danvers, connecting with the proposed Salem and Lowell at West Danvers. A remonstrance presented to the Legislature the previous winter maintained that the Essex Railroad would accommodate the town sufficiently. A correspondent from the South Parish took exceptions, in the following communication:

"The Essex Railroad when completed may be beneficial to Salem and Lawrence and we hope it will be to those who build it, but there is no room for hope of benefit to Danvers, certainly not to South Danvers. Already do we see it announced, and from high authority too, that when it comes into operation another track must be laid from New Mills to Salem on a level with tide water, and that the track over the line to South Danvers must be abandoned. This is the necessary consequence of an absurd location."

Upon taking his seat in the Legislature, Mr. Silvester used all his influence in obtaining a charter for the Salem and Lowell Railroad.† At a meeting held in Lyceum Hall, Salem, a committee consisting of John Clark, Joel Bowker and Joseph Winn of Salem, Joshua Silvester of Danvers, Benjamin P. Martin of Middleton, Eliab Parker, Jr., of Reading, Walter Blanchard of Wilmington, Jacob Coggin of Tewksbury, and Sidney Spaulding, Edward F. Watson and Isaac Farrington of Lawrence, was appointed to be associated with the persons named in the act of incorporation to procure subscriptions.‡

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He was a director in the Bowditch Mutual Fire Insurance Company of Salem, which had an office in the Holyoke building, in 1851. The Essex Mechanics Mutual had united with the Bowditch in 1850, and both, together with companies in Lawrence and other places, united in the Hamil-

\* Danvers Courier, Nov. 9, 1847.

† This road was opened Aug. 1, 1850.

‡ Danvers Courier, May 20, 1848.

ton Mutual Insurance Company which was incorporated in 1852, and continued until 1864, during all of which time he was a director.

Between 1850 and 1855, he made four other trips to Europe in the interest of the Goodyear Rubber Company, and at the same time engaged in the wholesale boot and shoe business on Pearl Street, Boston, importing exclusively a certain line of English gaiters. The firm was Silvester, Cross & Barnard, and continued until 1853.

It is an interesting fact that the first importation of English sparrows\* to this country in the autumn of 1850, arrived on the steamer on which Mr. Silvester happened to be a passenger. He often referred to this in later years, and recalled how he had prophesied the nuisance that the sparrows would become when he saw them on board the ship, and how great was the confidence of those who were bringing them to the United States that the birds would destroy all pests. The statement of Mr. Jabez Webster, a practical nurseryman who travelled abroad, seems to show how much trouble might have been averted by a little intelligent inquiry among the farmers of the sparrows' native land, before bringing the birds to our shores. He says, "I found that intelligent agriculturalists and horticulturalists everywhere I went were astonished that the American people should have introduced so destructive a bird into this country. One gentleman in the County of Norfolk said that in that County they had been spending money to destroy sparrows for fifty years and still had to spend money.†

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For several years after the destruction of his house and factory, in 1845, Mr. Silvester and his family occupied various houses at the Plains and the Port, including the Francis Noyes house on Cherry Street and the W. L. Weston house on High street. On June 7, 1854,‡ however, he bought, in company with Simeon Putnam, Israel H. Putnam and John R. Langley, of the Free Evangelical Society of Danvers, for \$850, the lot of land upon which the Town House now stands, with the church commonly known as the "Quail Trap." This building he had removed to Essex street and

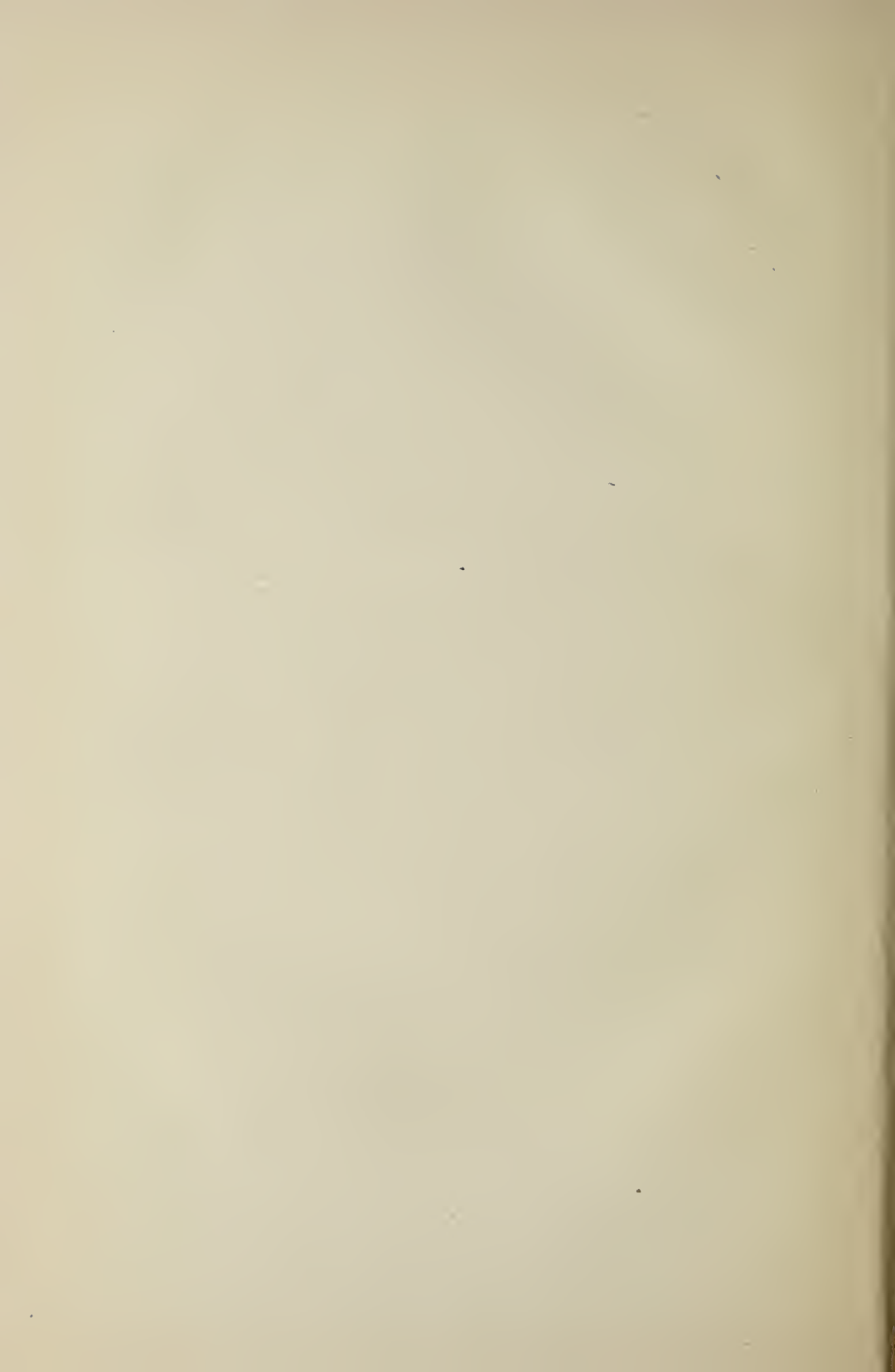
\* Hon. Nicholas Pike and the other directors of the Brooklyn Institute, N. Y., imported eight pairs. They were liberated in 1851, but did not thrive.

† U. S. Department of Agriculture, Bulletin I, 1889.

‡ Essex Deeds, Vol. 568, p. 257.



UNIVERSALIST CHURCH, and REV. J. W. PUTNAM,  
Pastor, 1849-1864.





converted into a dwelling house.\* At about this time, the same gentlemen bought of the executors of the Judge Samuel Putnam estate all of the land now bounded by Sylvan and Pond streets and Peabody avenue. It was the original intention to build houses on the outer lots of this tract and to convert the centre into a private park, but the land was saved to the town to be known today as "Peabody Park." During his trips abroad, Mr. Silvester travelled quite extensively in Great Britain and the Continent, and it is safe to say that the man who was such a lover of natural beauty made the most of his opportunities in the observation of English scenery. That he brought back many ideas in the way of architecture and landscape gardening, the accomplishments of his later years amply testify. From this tract of land purchased in common, he selected as his lot the land bounded by Peabody avenue and Pond street, which the others released to him on June 16, 1856, and began the erection of the cement house which was his home until 1880.† This house was designed by him and erected under his direct supervision, the formula for the preparation of the material having been obtained in England. Some of the more conservative citizens scoffed at the idea of constructing a house of such material, but in this as in other innovations, he proved himself far in advance of his time, and his answer to his critics that future generations would acknowledge the wisdom of such building construction, has been proved true again and again. The house was finished and the family occupied it in the spring of 1858, it being about a year and a half in building.

At about this period, the Universalist Society sold the church at Danversport to the Roman Catholics, and the present structure at the Plains was erected. The building committee consisted of Joshua Silvester, Joseph W. Ropes, W. J. C. Kenney, George Porter and Moses Black, Jr., who contracted with Josiah Ross to build for \$4,337, in the autumn of 1858. As chairman of the committee, Mr. Silvester found a work congenial to his taste. The plans were drawn by George M. Harding of Portland, Me.,‡ under his supervision or at his suggestion. The Gothic design suggested to him through his acquaintance with Westminster

\* Now owned by George W. Howe. Mr. Silvester bought the land of the Judge Samuel Putnam heirs, Apr. 11, 1855.

† He sold this house to Isaac B. Howe of Clinton, Iowa, in March, 1880.

‡ Salem Gazette, Aug. 24, 1858.

Abbey and other English cathedrals, was envolved after many conferences with the architect, and during the six months or more that it was building not a day passed that he was not personally superintending the work. The foundation of cement was the same as that used in the construction of his own residence. The fence which originally surrounded the building was also designed and built by him, the outlines of which may be seen in the group photograph taken by Charles Stiff of Danvers, on Apr. 13, 1867, upon the occasion of the school children's reception to George Peabody. And not only the exterior of this building, but the furnishings received his closest attention. The pulpit and the pulpit chairs, as well as the footstools, were designed by him, the three chairs being made to order in Manchester, Mass., from funds raised by the Young People's Union. Into this society he put his whole heart and strength. Liberal in his religious belief, he was correspondingly liberal with his money at a time when he was in a position to assist financially. Upon the completion of the building, and at a meeting held in Gothic Hall in February, 1859, the society tendered a vote of thanks to the building committee, "and especially to the chairman, Mr. Joshua Silvester, for the energy and assiduity with which he has labored in this work, for to him more than anyone else, perhaps more than all else combined, do we owe the valuable suggestions and services resulting in this beautiful edifice."\*

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The panic of 1857, followed by the Civil war, was disastrous to all shoe business. Mr. Silvester had, upon the reorganization of the political parties, joined the Democrats, and strongly opposed the war, not that he had any sympathy with slavery, but he firmly believed that the problem might be solved by reimbursing the Southern planters for their negroes and not taking them away by force. He was not alone in his position. Thousands of men, whose love of country never could be justly questioned, felt that there was yet a way in which the two parties might settle the difficulty without resort to sanguinary conflict. He was a lover of concord and harmony. He hated antagonism, strife and division, and he would see all peaceful means of preserving the Union exhausted before sounding the summons to battle. Those were days when, to put it mildly, such opinions did

\* Universalist Parish records.

not court popular favor in Danvers. The cry of war was in the air, and the patriotic spirit was everywhere in evidence. For a man to oppose the popular trend was to call forth the taunts, not to say threats, of the multitudes. At this distance of fifty years, when it is a fact acknowledged by thousands, that to have paid the price to the slaveholders might have been the logical way out of the difficulty, thereby avoiding that frightful loss of life and tremendous cost to the nation, it is not without a feeling of admiration for their far-sightedness that the half dozen, hardly more, of such citizens of Danvers are recalled.

Business was paralyzed, and the army received many recruits, who, from sheer necessity, were forced to enlist to support their families. Soon after the opening of the war, Mr. Silvester commenced to manufacture army shoes in Francis Noyes' brick factory on Maple street, and on Sept. 4, 1861, he advertised for three hundred workmen.\* Soon outgrowing these quarters, he moved to Ira P. Pope's factory on Locust street. A contemporary newspaper† article says:

"Business in town is almost at a standstill. Some of our shoe men are doing a little, but are confined exclusively to ordered goods, having no inclination to prepare goods for the spring trade, as has been the usual custom in years past. Workmen have had something to do most of the time and altogether we have not had so much suffering among the poor as was predicted in the fall. Messrs. Joshua Silvester & Son have given out a large amount of work to the shoe makers this winter in their contract of sewed army shoes, which has been a great benefit to the town, and the village seemed like old times."

The army shoe business continued to prosper, but the unsettled state of affairs in the country prevented any very extensive operations among other manufacturers. A correspondent from North Danvers, in the South Danvers Wizard of Mar. 5, 1862, says:—"The recent victories of the Army have had a tendency to stimulate our manufacturers in a measure, and we think we can safely predict that they have seen the dulllest times they will have occasion to see for the next quarter of a century. We do not advise manufacturers to prepare a great quantity of goods ahead

\* South Danvers Wizard, Sept. 4, 1861.

† Salem Gazette, reprinted in South Danvers Wizard, Jan. 22, 1862.

until we can see a little further out of the woods. We think Danvers has already seen the folly of this, which has been one great cause of her downfall. Several manufacturers have sold their shoes at from five to ten cents per pair less than cost for the sake of realizing. Should the rebellion be speedily brought to a close (as we think it will be), there will be a large demand from the Southern and Southwestern States for men's and boy's kipp and negro brogans, and those manufacturers getting up this description of goods or having them now on hand will realize a handsome profit. Messers J. and A. H. Silvester, we understand, have recently received from Washington another large contract for sewed shoes for the army and navy. This firm does the largest business in town."

Another contract to furnish five thousand pairs of shoes at \$1.65 per pair, was given the firm that summer. Again they outgrew their quarters, and soon moved into the large factory at Tapleville, now occupied by Clapp & Tapley. Here they first installed the newly invented McKay sewing machines, which revolutionized the shoe business. Says a contemporary account:\* "The livliest shop in town is probably the Messrs. Silvester's. They have removed to Danvers Centre (so-called without any sense) into the large building formerly occupied by Tapley & French. They employ some eighty hands, have running by steam some ten of the new sewing machines and turn out about five hundred pair a day—all army shoes. A. H. Silvester, the eldest son, is equalled by few in his energy and capacity as a business man. His long experience in the large establishment of Elder, Potter & Nute of Boston, added to his native tact and intelligence, has thoroughly acquainted him with the business in its various departments, and there are few who have so extensive an acquaintance with shoe buyers throughout the country."

Again seeking larger quarters, the firm was induced to locate in Derry, N. H. Once again let a contemporary account† tell the story:—"Messrs. J. Silvester & Co., are about to remove the business of their large shoe manufactory from Danvers to Derry, N. H. Aside from the lower price of work in Derry, suggesting this change, we understand that the inhabitants of that place offered considerable inducements

\* Salem Gazette, reprinted in South Danvers Wizard, Feb. 11, 1863.

† South Danvers Wizard, Sept. 23, 1863.



to the Messrs. Silvester to effect this removal, among others, the rent for six months of a large factory there, 80x45 feet, together with the rent of four large boarding houses in the immediate neighborhood. The effect of a large establishment employing a hundred and fifty hands in increasing the wealth, population and business activity of a town is obvious.

"Within a year and a half, the Messrs. Silvester have manufactured in Danvers 400,000 pairs of shoes, and in the last eight or nine months have paid out weekly to their hands from eighteen hundred to two thousand dollars. This money is in great measure spent in town where it is earned. It goes to the grocery stores, tailor shops, variety stores, livery stables, and in general into the channels of trade, without activity in which there is no sure growth for a town. The people of Derry seem to understand this, and hence the above proposal, which we wish, however, they had never made.

"Besides the loss that will accrue to Danvers, we could have wished to see the business kept in the town for reasons, if they be such, of an historic nature. Mr. Joshua Silvester is one of the oldest shoe manufacturers of Danvers, is the oldest Danvers manufacturer now in business. Years ago, prior to the destruction of his shop by fire in 1845, he was regarded eminently skillful in his business and was famed for his aptness in devising patterns for new styles of shoes. Until the fire referred to, he did a flourishing business and then for a number of years was engaged in the rubber trade in England. Until the last two years, he has not been engaged much in the shoe business, but within this time, he seems to have enlisted in his old work with more enthusiasm and greater vigor than ever. We dislike to see him transfer his busy and prosperous establishment to another town and state."

In referring to the removal of the business to Derry, the Shoe and Leather Reporter\* says:—"The shoe manufactory of Messrs. Silvester, which is the only factory in the United States exclusively devoted to the making of army bootees by machinery, is only a few rods from the depot, built of wood and three stories above the basement, the dimensions being 80x45. In the basement is the sole leather department and here is placed an English eight-horse power engine, which furnishes heat for the building and motive power for 14 Bates & McKay sole leather sewing machines

\* Reprinted in the Salem Gazette, Nov. 17, 1863.



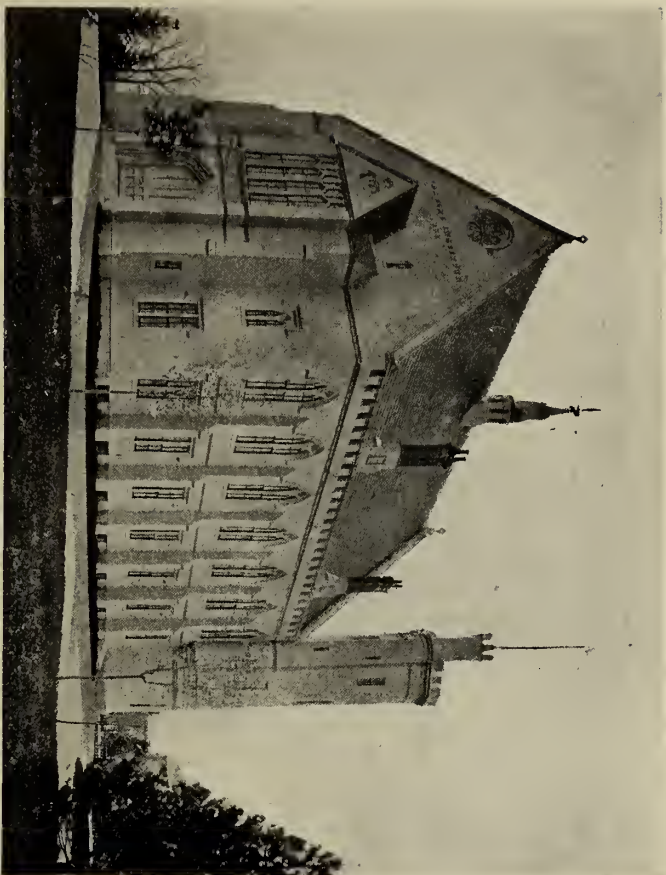
and 11 wax thread sewing machines for closing uppers. In the sole leather department everything is done by machinery. The bootees are all made double sole. The leather is first stripped into pairs for each size, after which it is wet and put through heavy rollers, then it goes into the cutting department, where it is cut by dies exactly the shape required. The operation is called the packing of the sole, which consists of tacking the outer and middle sole together, after which two grooves are made on the out sole as a guide to the stitches. In this room, the heels are also packed and shaped. The soles are now sent up to the lasting establishment where the uppers are put on the last and soles tacked on. The upper leather department, including the packing and drying rooms, is in the second story. In the third, are the sewing machines and lasting department. The operation of the sole leather machine is worth going miles to see. With fourteen machines this establishment can turn out two thousand pairs in ten hours or two hundred pairs an hour, or three pairs per minute, for 220 hands. This firm has shoe contracts ahead sufficient to keep the factory running to its fullest capacity for three months to come. They make a specialty of this business, getting out nothing but machine-sewed army bootees. The cost of making these is but little less than hand sewed work, as a better grade of stock has to be used and the repairs or stoppages are a constant bill of expense. The breakage of needles alone amounts to an average of one cent per pair of shoes."

Finally at the height of its prosperity and with the idea of getting nearer the seat of government, the firm removed to Philadelphia, and continued for some time, A. H. Silvester retiring, and the business being conducted by Mr. Silvester and his son, William W. Silvester, until near the close of the war. The family also removed to that city, but returned to Danvers when the business was discontinued.

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The remainder of Mr. Silvester's life was closely identified with the foundation of the Peabody Institute and the care of the grounds and park. In fact it has been said that he "seems to have been more intimately connected with Mr. Peabody's donations than any other of our citizens."\* In 1853, he first took a letter of introduction to George Peabody in London. It was the year following the first donation to old Danvers, at the Centennial celebration, and

\* Hon. A. P. White, in Danvers Mirror, August, 1887.



THE PEABODY INSTITUTE, DANVERS.  
Dedicated, July 14, 1868. Destroyed by fire, July 2, 1890.  
From a photograph taken about 1869.



when plans were being made for the erection of the Institute in South Danvers. Mr. Silvester found an opportunity to call at the small, dark office in one of the courts leading out of Throgmorton street, where from ten to four o'clock each day Mr. Peabody attended to his great business interests, and as he was the only Danvers man in London at that time, the banker had much to ask him concerning the progress of the building. The acquaintance thus formed ripened with later visits. When the time arrived that year for the famous Fourth of July dinner which the banker gave annually to Americans, Mr. Silvester was included among the guests. From 1851 to 1858, these dinners became a sort of rallying point for all Mr. Peabody's countrymen in Europe, and to these were bidden "only resident or transient American or English gentlemen who were personal friends of the host."\* During a conversation with the banker in 1853, it happened that the latter spoke of his intention of presenting prizes to the pupils of the High School in the southern part of the town, which school had been named for him.† Mr. Silvester suggested that there was also a High school in his part of the town, a fact which Mr. Peabody expressed himself as glad to learn, and he promptly agreed to treat both parts of the town impartially. A few months later the following letter‡ was received by the committee of the two High schools:—

London, 30th. Nov., 1853.

To the Committee of the Holten and Peabody High Schools of Danvers.

Gentlemen:—

In acknowledging the compliment paid me by giving my name to the High School of the South Parish, in Danvers, it is my wish to confer on the schools over which you preside, some more substantial benefit than appertains to a name.

My first thought was to make a small gift to the school which bears my name, but I understand that the gentlemen composing the committee selected by the town are equally connected with both schools, and I have, therefore, determined that the pupils of both shall alike participate in the benefit of my humble offering. I will transmit to you, in the autumn of 1854, the sum of Two Hundred Dollars, and I will continue to send the same amount, annually, (pro-

\* Daily National Intelligencer.

† The High Schools in both North and South Danvers were opened on June 3, 1850.

‡ Report of the Danvers School Committee, 1854.

vided the result will be satisfactory), during my life, to be expended in prizes for distribution as rewards of merit to the pupils at their yearly examination. And in order to stimulate the scholars of each school to exertion and excite in them a laudable spirit of competition, it is my wish that there be no equal partition of the money or prizes between the two schools, but that the entire amount be common to both, and distributed as among the pupils of one school. Thus if the pupils of one school excel those of the other in point of merit or attainments, the prizes awarded them may exceed in like proportion without any reference to the one half of the entire amount.

At the same time it will be highly desirable that every measure be adopted which may secure impartially. I would also suggest that the number, and consequently the value of the prizes, be not determined until after the examination, as the number of deserving pupils will doubtless greatly vary, and if the number of prizes be not a limited one the meritorious candidate may feel that however large the number of competitors, a prize is within the reach of each one.

With these remarks I leave the matter in your hands and in the hands of those who from time to time may succeed you, but should you wish to refer any matter to me, I hereby appoint my sister, Mrs. Russell of Georgetown, and Mr. Charles Northend, to decide and act in my behalf.

“Very respectfully and truly yours,

George Peabody.”

The announcement of this gift was the occasion of a gathering of the two schools on January 6, 1854,\* at South Danvers when Charles D. Northend read the communication and Mr. Silvester related his talk with Mr. Peabody. The other speakers were Revs. Fletcher, Chaffin and Willard, Robert S. Daniels, Esq., George Osborne, Mr. Hinckley, John W. Proctor, Esq., Moses Black, Jr., Elijah W. Upton and Lewis Allen.

Mr. Silvester's last trip to Europe was in 1855, and the spring and summer were spent in occasional travel in Ireland and Scotland. He was in London and attended the Fourth of July dinner, which was a brilliant affair held at Willis'† and included about two hundred guests. The speech of the day was made by the Hon. Josiah Quincy, Jr., and Ex-President Millard Fillmore offered a toast to Mr. Peabody.

\* Salem Register, Jan. 9, 1854.

† Salem Gazette, July 24, 1855.



Soon after his return to this country and early in 1856, it was decided that the prizes for the High School pupils should be in the shape of medals, and the Peabody medal was evolved by the celebrated engraver, Francis L. Mitchell of Boston.\* On Apr. 7th, of the same year, the town chose Samuel P. Fowler and Joshua Silvester a committee to prepare resolutions of thanks for the liberal donations already received. When it was learned that Mr. Peabody intended visiting his native town in the autumn, the townspeople of North and South Danvers made extensive preparations for his reception. Never before in the history of the town had such an elaborate program been arranged. On Sept. 10, 1856, Mr. Silvester was chosen chairman of the committee of twenty-one from North Danvers, and it was said that great credit was due him for the magnificent decorations and general success of the affair. A committee of twenty-three was also chosen from South Danvers, with Hon. R. S. Daniels as chairman. The two committees met and chose a sub-committee of nine to meet Mr. Peabody in New York upon his arrival in this country, and to formally present the invitation to a public reception in his native town.

The following letter was received by this committee upon their return to Danvers:—†

Newport, R. I., September 23rd, 1856.

"Gentlemen:—

"Confirming my verbal acceptance of the proposed hospitalities of the Citizens of my native town, which on their behalf you so warmly and generously tendered to me on my arrival in the City of New York the 15th. instant, I now beg to state that I will arrange to be present any day after the 5th. October which you may designate.

"With great respect

"I am Truly Yours

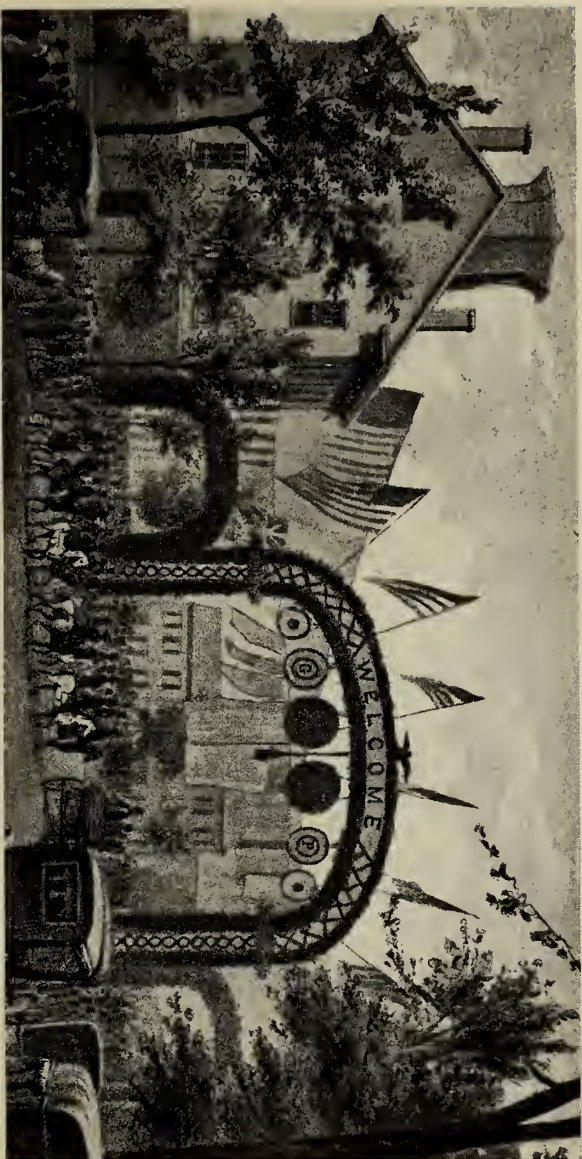
"George Peabody.

"To Joshua Silvester,	}	Committee from Danvers.
Matthew Hooper,		
Charles Page,		
John R. Langley,		
Esqrs.	}	Committee from South Danvers."
Hon. Robert S. Daniels,		
Hon. Alfred A. Abbott,		
Eben Sutton,		
Francis Dane,		
Lewis Allen,		

\* Salem Gazette, Jan. 11, 1856.

† Fowler Collections, Essex Institute.

The date was accordingly set for Oct. 9, and in the morning of that day the town was gay with the flags of all nations. The following account is taken from "The Peabody Reception," published in 1856:—"At about half past nine, a salute of one hundred guns announced the arrival of Mr. Peabody near the Maple Street Church. Here he alighted from the private carriage in which he had come from Georgetown, in company with his two sisters and a nephew, and after being introduced to members of the committee of arrangements, took his seat in an elegant barouche, drawn by six horses, being accompanied by Hon. R. S. Daniels, Joshua Silvester, Esq., chairman of the Town Committee, and Rev. Dr. Braman. The scene here was very beautiful. The spire of the church and private buildings were gaily dressed with flags and streamers, and in full view was an elegant threefold arch spanning the wide street, the centre arch rising high above the others being adorned with evergreen wreaths, medallions, flowers and flags. This arch, which was admitted to be one of the most tasteful designs and elegant in execution ever seen in the country, was decidedly the most splendid decoration on the whole route. It was a triple arch, the main one being forty feet wide and forty feet high with lateral arches twenty feet wide and twenty high. Six large American flags floated above the principal arch, and on its very summit sat a large gilded eagle with spread wings. Across the arch in great letters was the word, "WELCOME." From the under side, were suspended six beautiful medallions, tastefully entwined with evergreen and studded with gems of the richest flowers. The two central ones were red, six feet in diameter, and had inserted on them in gilt letters, 'HE HAS HONORED US ABROAD—WE HONOR HIM AT HOME.' On each side of these was one of blue, somewhat smaller than the red, but equally ornamental. In the centre of one was the large gilt letter 'G', and in the other, the letter 'P'. The remaining medallions were white with a splendid bouquet of flowers in the centre, and richly entwined as the others. This superb structure was covered with green boughs and evergreens and was decorated with red, white and blue streamers. We understand that this beautiful tribute was wholly domestic in its origin, erection and adornments, the ladies bearing a conspicuous part in the latter, and that great credit is due in the premises to Joshua Silvester, Esq., who had enjoyed Mr. Peabody's hos-



Bank Building.  
ARCH AT DANVERS SQUARE, erected in honor of George Peabody upon the occasion of the reception given him by the old Town of Danvers  
Oct. 9, 1856. From an old lithograph.

Berry Tavern.



pitalities in London, and to others of his neighbors who took an active part in its erection."

A few days after the reception, Mr. Silvester received a note from Mr. Peabody, who was visiting his sister in Georgetown, asking him to meet him at the Danvers station of the Newburyport railroad, and it was while walking on the station platform that the London banker made known his intention of presenting \$10,000 to the town of Danvers for a branch library. He asked the Danvers man to bring to him at the Revere House, Boston, a list of suitable persons to receive the gift. The call was made while the philanthropist was enjoying buckwheat cakes at a late breakfast, and over an informal cup of coffee the list was presented and accepted, with one addition which Mr. Peabody insisted upon making. Books to the number of 1,500 were purchased and the library opened in Town Hall, on Sept. 5, 1857, under the supervision of Joshua Silvester, William L. Weston, James D. Black, Charles P. Preston and Samuel P. Fowler. Nathaniel Hills, principal of the Holten High School, was the first librarian at a salary of one hundred dollars a year. While the library occupied this room, an oil portrait of Mr. Peabody was presented by Mrs. Eben G. Berry, and on Apr. 4, 1860, it was accepted and Mr. Silvester was instructed to procure a frame. This picture now hangs in the Trustees' room in the Peabody Institute.

On Aug. 5, 1857, Mr. Peabody made another visit to Danvers before returning across the water. He arrived at noon and was entertained at a reception at the residence of John R. Langley until two o'clock, after which he visited the High school, where he left his autograph in the Visitors' book,\* the library and other places of interest around the town. There is a strong suspicion, from the following extract taken from a report made to the town meeting of Apr. 12, 1858, by Joshua Silvester and Augustus Mudge, committee on the grounds, that it was during this drive that the name "Peabody Park," was given to this plot of land by Mr. Silvester. The report says: "When Mr. George Peabody was riding through these grounds last August he seemed to inquire with much interest what grounds they were; he was answered that it was Peabody Park, a lot purchased by the town for a Branch Library building site, and as there is no name sanctioned by the town, the Committee would advise the adoption of "Peabody Park" as the future name of this lot."

\* This book is now in the custody of the Town clerk of Danvers.



During this drive, on which he was accompanied by several prominent citizens, the townspeople had gathered at Town Hall, which was finely decorated for the occasion. Rev. Dr. Braman addressed Mr. Peabody, who responded briefly. The evening was spent socially at Mr. Langley's, where old and young had the privilege of meeting their benefactor, and where he was entertained over night.\*

From year to year the gift for the High school prizes was received from Mrs. J. P. Russell, Mr. Peabody's sister in Georgetown. The following letter was sent by her to Mr. Silvester, in reply to an invitation to be present at the graduation exercises:

“Georgetown, Nov. 27, 1861.

“Mr. Silvester:—

“I have your favour of yesterday, and now send you a check on Blake Bros. Co., for One Hundred Dollars, my Brother's annual gift for prizes to the Holten High School in Danvers.

“It would give me great pleasure to accept your kind invitation to be present at the awarding of the prizes. I have been very desirous to spend a day or two in Danvers since my brother's kind reception by your people. I fear, however, that those who have politely called on me will hardly be willing to believe me, but sad changes have taken place in both our families, as also in Mrs. Hooper's, since that time, and until this autumn I have not made a visit at South Danvers since my brother was here.

“It is my sincere intention to return all the calls which I owe to friends in Danvers, ere long, or I may delay till the time you name. With kind regards to Mrs. Silvester,

“Respectfully yours,

“ J. P. Russell.”

Books were sent nearly every year direct from England to the library at South Danvers and the branch at Danvers. The following† was his New Year's offering in 1863:—

“London, 10th, Dec., 1863.

“Gentlemen:—

“I send you herewith duplicate of the letter I have this day written to the President of the Peabody Institute by which you will see that I have sent by this conveyance, the “Asia,” 2,144 volumes of books, one-third part of which are for you.

\* Salem Gazette, Aug. 7, 1857.

† Fowler Collections, Essex Institute.

"Please accept this New Year's offering for your numerous readers, with my best wishes for a continuance of that success which has heretofore attended your management.

"Very Respy & Truly Yrs.,

"George Peabody."

"To the Managers of the Peabody  
Institute Branch Library, Danvers.

And again in 1865:—

"London, May 25th, 1865.

"Dear Sir:—

"I enclose a press copy of a letter which I have addressed to the President of the Peabody Institute, South Danvers, by this conveyance one-third of the 3,494 volumes of books I have directed to be given to your branch, and I trust that they will prove acceptable and useful to the readers of your library.

"Very Respy & Truly Yours,

"George Peabody.

"To the manager of the Peabody  
Branch Institute, Danvers."

In the spring of 1866, it became known that Mr. Peabody contemplated making a second visit to his native land, and in view of the many and great benefactions the citizens of South Danvers met on Apr. 23, and, after passing resolutions, chose Gen. William Sutton, Henry Poor, Elijah W. Upton and Warren M. Jacobs, a committee to meet him in New York. A similar meeting at North Danvers resulted in the choice of Rev. Dr. Braman, Joshua Silvester and Daniel Richards. Of this committee, Gen. Sutton and Mr. Silvester represented the Peabody Institute.\* The delegation was notified of his arrival, as the following communication will show:—

"Office of Blake Bros. & Co.,

"Bankers, 17 Wall St., New York.

May 1st., 1866.

"J. Silvester, Esq.,  
Danvers, Mass.,

"Dear Sir:—

"Your favor of the 30th ulto. is at hand & contents noted. We advised you by telegram this morning of the arrival of the Scotia at an early hour. We are now very glad to be able

\* South Danvers Wizard, May 2, 1866.

to advise you that our mutual friend, Mr. Peabody, has disembarked in excellent health and spirits.

“Respy Yours,

“Blake Brothers Co.

“Mr. Peabody is at the Brevoort House.”

Under date of July 5, 1866, the High School Visitor's register shows that Mr. Peabody, Dr. Braman, Samuel P. Fowler, Joshua Silvester, Daniel Richards, A. Sumner Howard and Joseph W. Ropes were present.

In a letter,\* dated Oct. 30, 1866, Mr. Peabody formally announced his purpose of giving \$40,000 to build an Institute at Danvers, naming as life trustees Rev. Dr. Braman, Joshua Silvester, Daniel Richards, Charles P. Preston, Jacob F. Perry, Israel H. Putnam, Francis Peabody, Jr., Samuel P. Fowler and Israel W. Andrews. His only suggestion was that the same rules in regard to its government should be followed as he had suggested for South Danvers.† Among other things, he stipulated that the building “Shall always be strictly guarded against the possibility of being made a theatre for the dissemination or discussion of sectarian theology or party politics; that it shall never minister in any manner to infidelity, to visionary theories of a pretended philosophy which may be aimed at the subversion of the approved morals of society; that it shall never lend its aid or influence to the propogation of opinions tending to create or encourage sectional jealousies in our happy country or which may lead to the alienation of the people of one state or section of the Union from those of another, but that it shall be so conducted throughout its whole career as to teach political and religious charity, toleration and beneficence.”

The first meeting of the Trustees was held at the Town House on Nov. 6, 1866, when Mr. Silvester was elected temporary chairman, and Charles P. Preston, temporary clerk. Messrs. Silvester, Fowler, Andrews and Preston were chosen a committee to draft a plan of organization, and the former served as chairman until Dr. Braman was elected president of the board at the first election which occurred on Nov. 15. At this meeting Mr. Silvester was chosen on the finance and library committee. A set of resolutions was prepared by Dr. Braman, to which was prefixed the following letter written by Mr. Silvester:—

\* South Danvers Wizzard, Nov. 14, 1866.

† South Danvers Wizzard, Oct. 3, 1866.

"Danvers, Nov. 13th, 1866.

"George Peabody, Esq.,

"Dear Sir:—

"Your note of Oct. 30th, stating your intention to give to the town of Danvers the sum of Forty Thousand Dollars to be added to the Ten Thousand before given for the purpose of founding an Institute here for specified objects, and appointing nine persons as your trustees for the management of the same, also your note endorsing an order on Messrs. Blake Bros. & Co. of Boston for Forty Thousand dollars payable in Massachusetts gold paying bonds were all duly received.

"At a legal meeting of the inhabitants of the town called for the purpose, held at Town Hall the 5th inst., these papers were all laid before the meeting, and the votes and resolves herewith transmitted were unanimously adopted by the town. The nine persons named by you as trustees met and organized by the choice of Rev. M. P. Braman, D. D., as President and passed the following resolutions to which their names are all subscribed."

On April 13, 1867, he served as chairman of the town committee at the reception given by the school children of Danvers to Mr. Peabody. The latter was met on the noon train from Salem by about one thousand school children, who conducted him to the Universalist church, where the exercises took place. One feature of the procession which was arranged by Mr. Silvester, was later referred to by Dea. Fowler, as follows:—"Among the many interesting incidents in the procession was noticed the flags of the Holten High School, Danvers, twenty-four American and twenty-four English carried by the scholars. As Mr. Peabody approached, he was saluted by waving these, after which they were crossed, as if intending that England and America were shaking hands. Mr. Peabody paused a moment at so pleasing a surprise." Remarks were made by Dr. Braman and Rev. James Fletcher, and in behalf of the medal scholars, Miss Annie Allen\* addressed the gathering. Mr. Peabody, responding, said:—"Not far from this spot, after an absence of ten years, I met the first greeting of the people of the old town of Danvers, entering your limits on that bright autumn morning through a most beautiful floral arch and surrounded by thousands of happy faces, glowing with smiles of welcome. That day, through all the changes of the sub-

\* Mrs. Henry Newhall.



sequent ten years, through all the cares and anxieties or the pleasures and the honors that have attended me, has never ceased to excite a warm emotion in my breast whenever I have recalled it."

The South Danvers Wizard of Apr. 17, 1867, says:—"The party then proceeded to the residence of Mr. Joshua Silvester, the efficient chairman of the committee of arrangements, whose house was decorated with flags of England, France and the United States, and whose guest Mr. Peabody was during the day, and remained a short time previous to returning to the church for the reception by the citizens, which took place in Gothic Hall. After the meeting, he returned to Francis Peabody's house, and at about eight o'clock he was visited by a few of our prominent citizens, who enjoyed themselves greatly in a friendly chat with our native benefactor until nine o'clock, when they were invited by Francis Peabody to sit down to a bountiful repast. Hardly had they become seated, when the cheering strains of the Danvers Brass band were heard outside. The supper lasted about one hour, during which time the band performed several national airs. They were asked in and introduced to Mr. Peabody, who talked with them a long time, and said he was much surprised at the efficiency to which they had arrived in so short a time. He said that he expected to return in three years, and he predicted that this band would be second to none in this part of the country, and after giving them some good advice, they retired. In the meantime, the tables had been replenished and the band had the honor of sitting down to a splendid supper which they liberally patronized. After the inner man had been satisfied, they struck up 'Yankee Doodle' and 'Home, Sweet Home,' and then started for the latter. They were not destined to reach there so easily, for on arriving at Mr. Joshua Silvester's residence, the doors were thrown open and they had to sit down to another repast, after which they played a few tunes in front of the house, and then retired, much pleased with the reception they had received at both places."

Concerning the group photograph, which was taken on the steps of the Church by C. W. Stiff, Mr. Peabody is said to have remarked that it was the best work of the kind that he had even seen either in this country or Europe.\* It was during this evening at Francis Peabody's that the trustee showed Mr. Peabody the plans for the new Institute,

\* South Danvers Wizard, Apr. 24, 1867.



which he heartily approved, and offered to give them \$5,000 more, if needed.

The general construction of the new building was under the direction of Mr. Silvester, Mr. Preston and Dea. Fowler. An amusing incident is referred to in the records of the meetings of the trustees, on July 4, 1867, when it was voted not to use concrete for the cellar wall or underpinning but that they be constructed of granite. It is easy to read between the lines, and imagine at that meeting, Mr. Silvester urging the merits of concrete, of which he had built his own residence, and the others opposing what seemed to them then a most impracticable building material.

Two days after the dedication of the Institute, which occurred on July 14, 1869, Mr. Peabody invited thirty of his personal friends, and a few chosen from the trustees of his various charities, to meet him at the Peabody Institute, Peabody, for luncheon. The guests came in a special train from Boston, and at noon Cassell furnished a "superb lunch, surpassing his own reputation." This was probably as notable a gathering of wealth and distinction as this county had ever seen. The names of the guests follow:—Gov. William Claflin, Robert C. Winthrop, Charles Sumner, John H. Clifford, Thomas Aspinwall, Charles Francis Adams, Jacob Bigelow, Alexander H. Rice, George Tyler Bigelow, C. N. Warren, Stephen Salisbury, William Gray, Samuel P. Fowler, Francis Peabody, Joshua Silvester, Sidney Bartlett, William Amory, Peter Butler, Nathaniel B. Shurtleff, Nathaniel Thayer, William C. Endicott, George Peabody Russell, Robert Singleton Peabody, John Amory Lowell, George Lunt, George N. Eaton, S. K. Lothrop, Samuel T. Dana, James M. Beebe, Thomas Russell, Oliver Wendell Holmes, Lincoln F. Brigham, and Robert M. Mason. The Hon. A. A. Abbott presided over this gathering, and there were remarks by Hon. R. C. Winthrop. The following original poem was read by Oliver Wendell Holmes, and afterwards published:—

"Bankrupt! Our pockets inside out!  
 Empty of words to speak his praises!  
 Worcester and Webster up the spout!  
 Dead broke of laudatory praises!  
 Yet why with flowery speeches tease,  
 With vain superlatives distress him?  
 Has language better words than these —  
 The Friend of all his race, God Bless Him!

"A simple prayer, but words more sweet  
 By human lips were never uttered  
 Since Adam left the country seat,  
 Where angel wings around him fluttered.  
 The old look on with tear-dimmed eyes,  
 The children cluster to caress him,  
 And every voice, unbidden, cries,  
 The Friend of all his race—God Bless Him!"

Later, the guests took carriages for Danvers. On the way, they were entertained by Francis Peabody at the Collins House, and upon arrival at the Peabody Institute, Danvers, there were remarks by Dr. Lothrop, Charles Sumner and Gov. Claflin. The building met the approbation of all, and they echoed the sentiment offered by Mr. Peabody at the dedication, when he said, "the architect, building committee and all others connected with the erection of the Institute have performed their duty in good taste, and I have nothing to find fault with."\*

Mr. Peabody's health was rapidly declining, and the thought must have been suggested to all his guests that this occasion would be to some and might be to all the last time that they would partake of his bountiful hospitality. He returned shortly to England, and it was not long before he passed away. Great preparations were made for the funeral, which took place in Peabody, soon after the arrival of the body at Portland, which was borne under guard of the Queen's fleet. The following is a copy of the card which was required for a passage on the special train upon this occasion:—

"134 State St., Boston.  
 "Jny. 26th, 1870.

H. L. Williams, Esq.,

"Dr. Sir:—

"The bearer, Samuel P. Fowler, is one of the committee appointed by the 'Trustees of the Peabody Institute of Danvers,' to represent them at the reception of the remains of Mr. Peabody in Portland.

"Will you kindly provide a seat for Mr. Fowler in your 'special train' as intended and oblige

"Respectfully yr. obt. svt.,

"Treas. of Trustees.

"Francis Peabody.

"The other members of the committee are Messrs. Braman, Silvester, Richards, Preston, Putnam and Peabody."

\* Danvers Monitor, July 21, 1869.

Bankrupt! Our pockets inside out!  
Empty of words to speak his praises!  
Worcester and Webster up the spout!  
Dead broke of laudatory phrases!  
Yet why with flowery speeches tease,  
With vain superlatives distress him?  
Has language better words than these, —  
— The Friend of all his race. — God bless him!

A simple prayer, but words more sweet  
By human lips were never uttered  
Since Adam left the country-seat  
Where angel wings around him fluttered.  
The old look on with tear-dimmed eyes,  
The children cluster to caress him,  
And every voice unbidden cries  
— The Friend of all his race. — God bless him!

Poem read by Oliver Wendell Holmes at a luncheon given by Mr. Peabody to his friends.  
From the original manuscript now in possession of the Peabody Institute, Peabody.

Mr. Peabody  
requests the honor of  
Mr. Joshua Sylvester's  
Company at Dinner on Tuesday the  
14<sup>th</sup> July at 5 o'clock at the Star  
& Garter Richmond. —

Chas. Chambers, Esq. Agent, Trust

An early answer will oblige



Soon after the purchase of the Park property by the town,\* attention was given to the grounds, and Mr. Silvester's natural taste, enhanced by observations in other countries, made him the logical man for the laying out of the Park. Accordingly paths and avenues were cut, trees planted, some of them valuable and rare, and all arranged with due regard to the future beauty of the spot. As early as Mar. 7, 1859, Mr. Silvester and Simeon Putnam, as a committee, reported at the town meeting the progress that had been made, and asked for an appropriation, apparently to carry out a plan of Mr. Peabody's "for setting evergreen trees and shrubbery in the park. Lest it should be thought that we are actuated by selfish motives, in this matter, we beg to say the idea was suggested from a source we feel bound to notice." On July 21, 1869, Mr. Silvester and Mr. Preston were appointed to inquire into the cost of a fence for the park, and in May, 1870, the iron fence which still surrounds the property was put in place.† Lawns were laid out, and flowers in abundance were planted in numerous attractive spots on the grounds, it being the superintendent's idea to have as large a variety of flowers, shrubs and trees as might be. Image stones, or Shingaha wossin, also were collected from different parts of the county. These boulder rocks have been fretted by the action of water into shapes resembling the trunks or faces of human beings or other organic forms.‡ Upon the introduction of water into the town in 1876, the cement fountain which is now occasionally used as a flower bed, was built, and the water stocked with goldfish.

The following testimony as to Mr. Silvester's interest in the Park is given by one§ who worked with him there for several years. He says:—"Mr. Silvester was a man of strong convictions, and when my name came up for appointment as assistant on the grounds, he opposed me. The first morning I had to report to him, as he had charge of the grounds. He looked at me and I looked at him. I know he thought that I wouldn't amount to much. 'Take the wheelbarrow,' said he, and I started in. He was very exacting, but he

\* On Apr. 18, 1857, the town purchased this lot for \$4,000 of Joshua Silvester, Simeon Putnam and John R. Langley.

† The iron work was done by D. R. Proctor of Gloucester.—Danvers Monitor, May 4, 1870.

‡ Danvers Mirror, Nov. 13, 1875.

§ John F. Putnam.



was a man who knew what he wanted, and when the work was done according to directions no one was more willing to give praise than he. As soon as I learned his ways, we became the best of friends, and I could tell in a moment whether I had pleased him. He had a great sense of humor. When my name came up the next year for election as janitor, he came out of the meeting and told me that I was elected, 'but it was by a fraud vote,' said he. 'How's that?' said I. He replied, 'There are *nine* trustees, and you had *ten* votes!' He knew every tree and shrub and watched them grow from the mere saplings to trees of shade-giving proportions. There was one sycamore tree near one of the entrances that he thought ought to come down, and one day he asked me to take it down, although he said he couldn't bear to see it done. So I took off a shoot, planted it near the Pond street side and tended it until it got a good start. Then I chopped the old tree down, and said nothing. It was several days before Mr. Silvester noticed it, and when he did he expressed great sorrow that it had to be cut down, because it was the only one of the kind in the Park. When I showed him the little shoot, he was delighted. He was a man, too, who was ever ready to acknowledge a mistake as in the case of the iron fence around the Park. Not long before he died he said that, although he was one of its strongest advocates, he had lived to realize the error of it, and in the matter of improvement, he was among the first to advocate taking down fences when the Improvement society was first formed. It was a pleasure to work for one who was so appreciative."

In addition to his oversight of the grounds at the Institute, he engaged during the last years of his life in the sale of shade trees, which were shipped each spring from Vermont, and to him is due, in large measure, the beauty of the Danvers streets. When the Danvers Hospital was erected in 1876, Mr. Silvester set out about six hundred rock maple trees on the sides of the drive-way to the hill. A copy of his order for these trees is at hand, and is so characteristic of his endeavor to give honest value, that a portion is quoted:—

"The six hundred trees are all going to one place to be set on one lot of ground, and it is very important to have them all up to the mark. I want none less than one and one-half inches through, one foot above ground. Cut off the roots a good distance from the trunk, smooth and with-

out splitting. Let the trunks be very straight, smooth and stocky. It is as much work to take up a poor tree as a good one, and the teaming and freight are the same. You may trim off smooth all the limbs and cut off the tops, using judgment and care. They ought to be cut just above what may be called the joint. If they are cut below, they are sure to die down to the joint below. Make them from nine to eleven feet."

In an article to the *Danvers Mirror*, in answer to a correspondent who had criticised his use of maple trees, Mr. Silvester wrote:—

"I have been requested by several who were brought up among rock maple trees to reply to the statement of your correspondant, W. E. C. W., of May 24th, 1879, who says the maple is not a very long lived tree. All who have spoken to me upon the subject say that they live long and grow very large. I have one on my grounds judged to be 100 years old that is vigorous and growing, and to all appearances likely to live another century. Its girth is seven feet, nine inches. I agree with W. E. C. W. about the beauties of the maple. It is handsome when in foliage in spring and summer, and for fall display I know of none to take its place. No tree looks better when stripped, and it is also very stiff wooded and will stand the strong west winds of summer without leaning.

"I also agree with W. E. C. W. in the statement that the maple is not the only beautiful tree. We have very many native forest trees, clean and handsome, that would make good border trees. I will go as far as he or any one else for variety, when it is proper and in order, but never for borders. My authorities for this opinion are Mr. Bond of Boston, Mansard of Paris and Sir Joseph Paxton of England. For variety each street in a town might be planted with different kinds of trees. When I was on the board of Selectmen, before the division of the town, it was voted that the Selectmen name the streets and report a list. Mr. William Black was my associate on the board from this part of the town, and with the exception of the streets that had been long named, such as Water, High, etc., we named them after the different kinds of trees.

"I had set five maple trees in front of my buildings on Maple Street, which have since been burned, and we named that Maple, others Elm, Ash, Locust, Cedar, Pine, Willow and so on, in hopes the citizens would set the different kinds on the street so named; you would then have known what

street you were on by the border trees and would have been a very great and pleasing variety. The trees I would suggest are the black, white and yellow or canoe birch, all of which are clean, grow large and are long lived, white maple, locust, some kinds of oak, ash, tulip, evergreen, American linden and many others. Every body who visits Peabody Park and views the row of Maple trees on Sylvan St. exclaims 'that is the handsomest row of trees I ever saw; it is the handsomest in the State,' and many riding by stop and have been heard to make the same remarks. Take those away, put a mixture in their stead and you will hear these expressions no more. It is the uniformity and number that call them forth. I hope it will be a long time before any management of the Institute grounds will set any other than rock maple trees to border the beautiful approach to the building."

During the last year of Mr. Silvester's life, growing physically weaker, although as vigorous in mind and spirit as ever, he was interested in the formation of the Danvers Improvement Society. A meeting was accordingly called for the ostensible purpose of organization, but which was in reality a meeting of the townspeople to testify to him while he lived their love and respect for him. The Salem Gazette of Sept. 3, 1886, gave the following account of the affair:—

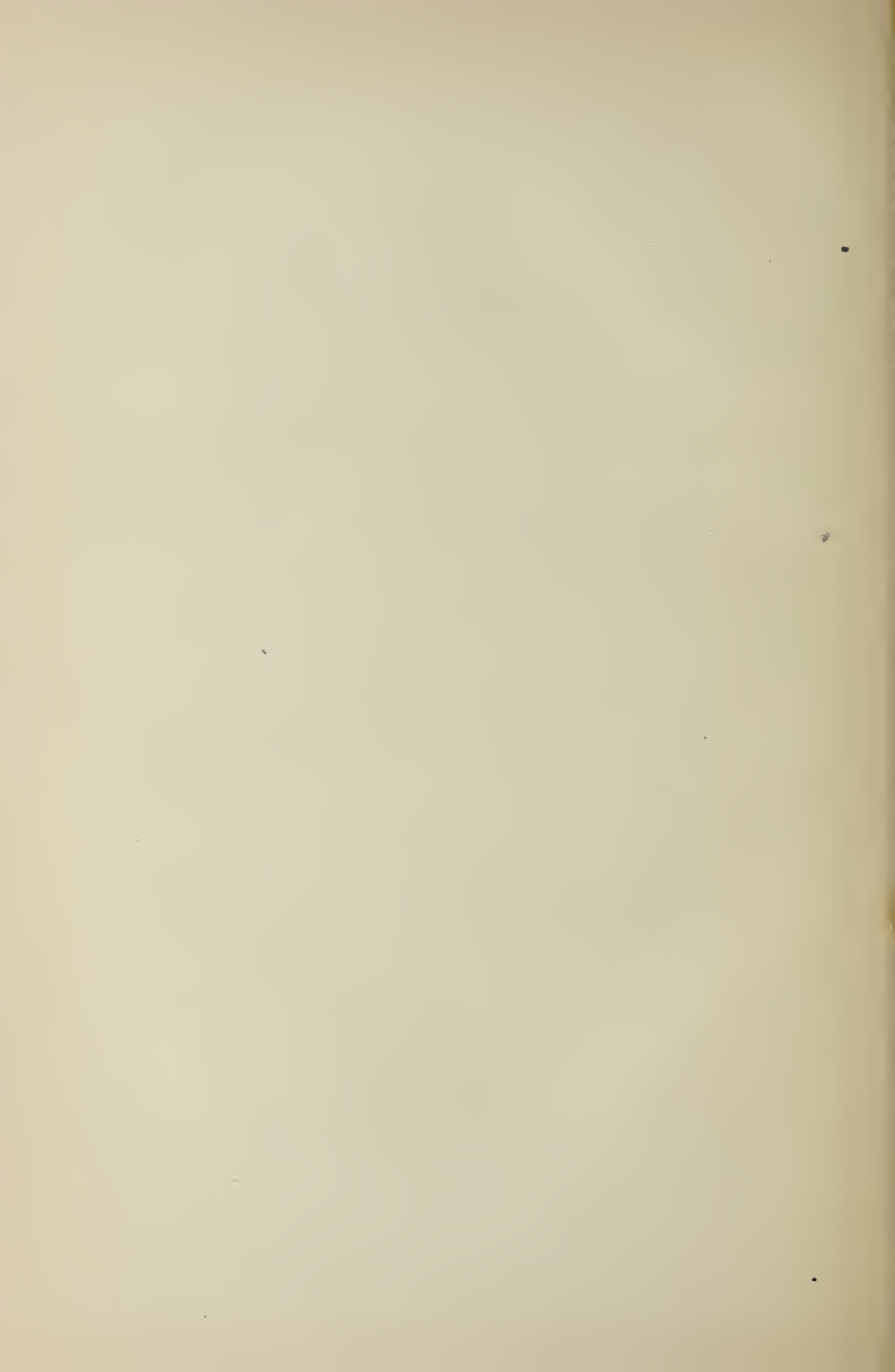
"By common consent it is to Mr. Silvester more than any other that we owe the hundreds of shade trees which in many localities make our streets so beautiful. Especially in and about the Institute grounds, in Walnut Grove cemetery, along Peabody Avenue and Sylvan street, he has now the great satisfaction of beholding the beautiful maturity of the slender saplings which more than thirty years ago, with wise foresight and unselfish public spirit, he set out as a legacy to the future. The citizens of Danvers, proud of their trees, grateful to the man who planted them, mindful of his important services in relation to the endowment of the Peabody Institute and its fund, of his services in the highest offices in the gift of the town, and of the broad and constant influence he has exerted for public improvement, have lately, by a very general movement, contributed a sum of money as a token to him of their respect and regard.

"The call for a meeting to organize a Village Improvement society was made the occasion of the presentation. At this meeting, held in Town hall on Wednesday evening,



THE DOORWAY.

From a photograph of the Silvester House, taken about 1865.





Sept. 1st., at which a great many ladies were present, introductory remarks as to the needs and objects of the proposed society were made by Dr. Eaton, who was made chairman. Ezra D. Hines was chosen secretary. Before proceeding to business, Alden P. White said he had been commissioned to perform a duty, and the present seemed a most fitting time for it. In order to guard against embarrassment from too much of a surprise, he handed a cane to Mr. Silvester, asking him to hold it for a few minutes, as very soon he intended to present it to him. Mr. White then gave an outline sketch of Mr. Silvester's life, dwelling especially on the points already noted, and concluded by handing him in addition to the cane, the more substantial gift. Mr. Silvester, though somewhat feeble, and protesting that he was not a public speaker, made a response which the meeting was very glad to hear, saying that as much as he appreciated the gifts, it was the spirit that prompted them that he felt most thankful for.

"Dea. S. P. Fowler, now 87 years old, then read a brief and interesting reminiscence of Mr. Silvester's connection with the Institute. There were other remarks by I. W. Andrews, James P. King of Peabody, Rev. C. B. Rice, Rev. Mr. Howard and Augustus Mudge. The meeting resulted in the appointment of a committee of ten to organize an improvement society, the committee consisting of Alden P. White, Rev. C. B. Rice, Israel H. Putnam, Joshua Silvester, Aaron W. Warren, E. E. Woodman, H. B. Learned, Ansel W. Putnam, S. F. Gray and John A. Putnam."

Mr. Silvester met for the last time with his associates of the board of trustees on July 2, 1887, and after a week of painful illness, borne without a murmur, passed away, tranquil and peaceful to the end, at the home of his daughter, Mrs. Luella S. Tapley, at the age of eighty-four years and twenty-one days. Funeral services were held in the Universalist church on Sunday following, Rev. G. J. Sanger and Rev. C. B. Lynn officiating, and a large number of citizens following the procession on foot to the place of burial in the family lot in Walnut Grove cemetery. Alden P. White, Esq., had charge of the funeral, and by his suggestion the route to the grave was taken through Elm and Holten streets, Peabody Avenue, to the entrance of Mr. Silvester's former home, through the Institute Park and Sylvan street, to the cemetery entrance. The bearers were Israel H. Putnam, Francis Peabody, Israel W. Andrews and William T. Damon of the board of trustees of the Peabody Institute.

From a most admirable account of Mr. Silvester's life, contributed by Hon. A. P. White, who was Mr. Silvester's successor on the board of trustees, the following is taken:—

"To fairly estimate the character of Mr. Silvester, one should have known him intimately through the busy, successful years of his prime down to the peaceful end of old age. This much is clear, that he was first and always a true gentleman. Truth and honor were his guiding principles. Simplicity and modesty were apparent in his manners. He cherished malice toward none, but charity to all. No man was his enemy, and he was everybody's friend. Many have died richer, but none more thoroughly respected. No man will be more missed, and none will be longer remembered. His monument is everywhere, where the numberless trees which he was instrumental in setting out are growing yearly more beautiful. In them he has left a precious legacy to us and future generations which no money could buy. It was the great pleasure of his declining years to have seen the development of these noble trees from the bare sticks which he placed in the ground. He walked among them and talked of them as affectionately as a father of his children. It was especially touching to notice the loving care bestowed on the trees in the Institute grounds, many of which had to him an individual history."

Resolutions of respect were passed by many societies with which he had been connected, including the Essex Agricultural society, of which he had been a member nearly thirty years. The following tribute was written by Israel W. Andrews, in behalf of the Peabody Institute trustees, and placed on their records:—

"Whereas by the relentless law of our existence another of our number has been taken from us, one whom to know was to honor and respect, it is hereby

"Resolved as an expression of our high esteem that we, the town and the public have, in the death of Joshua Silvester, lost a high-minded and respected man and citizen, one who by his life and example has made the world better, breathing beauty and elegance upon the busy walks of our daily life and occupation, and leaving to mankind a heritage of greater value than glittering wealth."

The words of James Russell Lowell may be applied not inappropriately to Joshua Silvester:—

"Who does his duty is a question

Too complex to be solved by me,

But he, I venture the suggestion,

Does part of his, who plants a tree."

## JOHN AND JONATHAN.

WRITTEN BY LUCY LARCOM, FOR THE SOCIETY'S ANNIVERSARY  
OF THE BATTLE OF LEXINGTON, ON APRIL 20, 1891.

"Naow," said Jonathan to John,  
"Jest you let us folks alone!  
Haint we come across the sea  
Fur the peace o' the family?  
Th' island there belongs to you;  
But it wouldn't hold us two.  
I growed up so mighty fast—  
*Had* to run away, at last,  
So's to carry out God's plan  
For the makin' of a man.  
Naow we've found aout that we're free,  
Guess you'd better let us be!"

John said, "Brother Jonathan  
We have quite another plan.  
Yes, we let you come away  
For our good, and you can stay  
On your big, bleak continent,  
If you will but be content  
Grinding up our rusty axes,  
Felling forests, paying taxes  
We've the elder brother's right,  
And the ruler's right of might.  
Disrespectful younger son,  
Stick to your plough! lay down your gun!"

"Wal," said Jonathan to John,  
"Naow we know how fur it's gone,  
'Cordin' to the Bible words,  
Ploughshares *ken* be beat to swords.  
Guess we'll try it, then! All right!  
Come, let's have an even fight!  
See who'll beat! Nothin's so strong  
Es Right is wrastlin' with what's wrong.  
—There! Don't let's shed no more blood!  
Brothers' quarrels aint no good;  
Our'n forever 'nd ever ends!  
Shake hands, John, and let's be friends!"

DIARY OF MOSES PORTER FOR THE YEAR 1824.

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*(Concluded from volume 1, page 51.)*

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July 1, 1824. Mr. Wyatt come here this morning after his pay which Sir gave him, 75 Cents per day for 2 days. P. M. Mother & Aunt S. set out over to Mr. J. Putnam's.

Sunday, 4. I went to meeting in the afternoon, come home by the way of Col. Porter's stopped and took tea there, went down to Mr. Boardman's & rode his mare home at night, put her into the barn, had a considerable conversation with him about the late company election.

5. This being the day intended for the Celebration of Independence & I having agreed to carry Fanny down to Salem to witness the same, Mr. Ellis and William thinking of going also, we turned out early. Sir took it into his head, to be affronted about it & was not willing to let me have the Chaise, so I had to go down to the Plains after one. Expected to have Mr. Sleeper's, but he wanting to use it himself, I obtained Mr. Warren's, which made me late up to Fanny's, but she was soon ready & we had a pleasant ride into Salem, where we arrived about 9. Called at Ira's then went down to Col. Ropes', from thence brought Mary R. and Fanny up to the meeting house where we had an excellent ode sung, a good oration, music on the organ, prayers, &c, then went down to the Col's. took a good dinner & come up to the S. Meeting house & witnessed a religious celebration. Then went to Ira's & took tea & spent the rest of the day there, carried Fanny home, who professed to feel much gratified with what she had seen and heard. Brought young Mehitable Brown up to our house in order to go to Plaistow. The music in the S. Meeting House was most excellent, especially the instrumental. I put the horse up at Colcord's stable, had to give 25 Cents for her keeping.

6. Tackled the Chaise & went home with it as soon as possible, gave Mr. Warren 42 Cents for the use of it, then took the horse home & paid Mr. Boardman for the use of her yesterday 50 Cents and 25 do. for her Election day.

Sunday, 11. Mr. Styles come & preached here at the School house according to agreement. Porter Cheever came



to meeting here in the forenoon, come up in Capt. Tapley's Chaise. He come & took dinner with us & then went on to Boxford.

Sunday, 18. Felt tired, therefore did not go to meeting but staid in the house & read the life of Madame Schuyler written by Mrs. Grant of Scotland.

24. Sophia Trask come here just at night to engage our Chaise to go to Ipswich in next Tuesday.

Sunday, 25. Mr. Briggs come & preached in the school house but I did not go to hear him till the afternoon.

27. Settled with Moore & Pratt, Mr. Abbot's acct., took their receipt. Paid Col. Ropes 2 Dollars that I owed him.

August 3. Went to market. Carried three pots of grease, containing 45 lbs. which I left at Mr. Shaw's & when I come back I took a barrel of soap. I took a letter out of the P. O. for Mary Cheever which I carried to her, it came from Sally. It rained some & I borrowed an old coat of Wm. Ives. Before I got as far as Richard Osborne's it come on to rain very fast, so I tarried under his shed a long while.

5. Mowed the Fox hill meadow today.

6. This year is the first that wheels were ever driven through the swamp in the summer time.

Sunday, 8. Aunt S. went home this morning. I went down with her. Mr. Streeter come & preached here today. Adrian Putnam & Daniel Proctor come here to meeting in the afternoon & come up & took tea here. S. Trask also came.

9. There was considerable sharp lightning and heavy thunder today which killed a pair of oxen belonging to William Hutchinson.

10. Mr. Ellis put a new handle into the old peat knife. Alfred come here after newspapers.

11. Mother went to Salem today with Cousin Ann Porter for Aunt S.

13. I went over to Mr. Richardson's and engaged his butter for tomorrow. Went up to Mr. Wallis and carried his rum home that I borrowed there.

16. Mr. Ellis & William went to threshing the barley, it threshed rather tough so that they didn't finish till dark.

17. I went over to Mr. Elias Putnam's & borrowed his barley seive. Mr. Seth sent over after all hands to come & help raise his shop, got the frame up without any material difficulty.



20. Mr. Ellis & William hauled sods of peat back of the Island, we killed one of the ewe lambs just at night. Whilst at work in the meadow, Mr. Simeon P. come along on his way from Blind hole meadow. Mr. Stephen Upton called here after his taxes.

21. Went to market. Called at Mrs. Farrington's, saw Mrs. Goodenow there. Saw Ira C., said that the prospect at Potter's was small. Took a letter out of the office for Cousin Ann Porter.

Sunday, 22. Intended to have gone to Andover today with Fanny & her sister Hannah, but owing to the weather concluded to omit it. Went to meeting, though did not get any satisfaction, being sleepy. Mr. Briggs preached. Toward night went over to Mr. Putnam's, saw Fuller Putnam there, he is now Preceptor of Marblehead Academy. Just before I went away, Alfred Putnam sent an invitation to me to join in an excursion to Nahant on Wednesday next, but Fanny thought we had better not go.

23. Sir & Mr. E. went to work on the hogs house, built an outer pen. I went up and caught our ram, he got into Uncle David's pasture. Mr. Marsh happened to come along and helped me.

24. Went to market. Felt quite ill all day, bot  $\frac{1}{2}$  lb. of water dock root of Mr. Lang, 25 cents, to steep & took some of it.

25. We didn't have breakfast in very good season owing to Mother's being sick, which put Sir out of temper that he couldn't eat any breakfast with the family nor yet tell Mr. E. what to go about, so I concluded to go & begin a ditch down by the edge of the swamp.

26. I went to Rowley to see Mr. Searles, found him engaged for the remainder of the fall, had Mr. Elias Putnam's horse to go on Sir's acct., expense there, exclusive of horse hire, 24 Cents.

27. Mr. Ellis singled flax. P. M. Made a broom & part made another.

28. Went to market. Old Mrs. Masury concluded not to take butter of me any longer. Called at Mr. Smith's, North Fields, to see if he could come to work for Sir. His wife said that he had not returned from Rowley. Called at Mr. Boardman's on my way home & engaged his horse for tomorrow. Went down in the evening & rode her home, put her into the close.

Sunday, 29. Set out pretty early, arrived at Mr. Put-

nam's somewhat after 8, had to wait there sometime for Mr. Matthew and his wife. We had a very pleasant ride to Andover, went through the North Parish, called at the old Lady G.'s going & coming. Spent the time tolerably agreeably at Mr. Holt's. Saw Sally G. there.

30. Went down to the Plains at 4 to choose a Lieut. & met Uncle D. at the gateway. Chose John Kettell Lieut. & after several unsuccessful attempts at the choice of an Ensign, Mr. Jacob F. Perry, who took the usual time to consider of it. We were not dismissed till about sunset.

31. Before we had done breakfast, Uncle Z. come here in quest of help to get in Warren's peat. Agreed that Mr. E. might go. William also went up & worked a little, but he soon came back to go to Salem to see Gen. Lafayette, he being expected there today. Sir concluding to go, I went & caught the mare, tackled her, dressed & we went off rather late, but arrived there before he come. The Genl. did not arrive till after 12, when he was received with all the demonstrations of joy & pleasure that could be manifested, but the rain continued so that I did not stay out long to see him. Went into Wm. Ives, staid there till after dinner which was not till late.

Sept. 2. Wm. took the team & drove up to Middleton after the remainder of the boards. I went across up to Mr. Peabody's & settled with him & paid 5 Dollars, the amount of his bill being 7.90. I then went over across to the mill & waited a while for the team.

4. Understood that Rachel Ropes was married last Wednesday eve, her mother presented me with a piece of cake in consequence.

Sunday, 5. Intended to have gone to Salem after Sarah in the forenoon but couldn't get ready till afternoon. I staid & went to meeting at Mr. Emerson's, put the horse into Ira's yard & took tea there after meeting. Didn't get home till quite dark when we found Col. Porter & his wife at our house.

7. Set off to market. Called at Mrs. Brown's today. Mrs. Millet's & at Mr. Jewett's, N. Fields, where Mr. Orne boards, who has engaged to come to work for Sir at the Carpenter's business, but found him still too ill to do anything.

8. I worked at straightning nails & Mr. Ellis worked in the barn coopering. Mr. Wallis come in here & spent an hour or more, had a piece of Walnut of Sir to make a

flail staff. Went up there after he went home & carried some salt that Mother borrowed & engaged his oxen to help break up with on the morrow.

9. I went to see Fanny tonight. Saw Hannah Sargent there.

11. Went to market. Brought home Mr. O's chest of tools, he thinking that he should be able to come on Monday next.

Sunday, 12. Set out to meeting in good season as I thot but when I got there found meeting begun & service commenced. After meeting I found Mr. W. had to attend the funeral of Jacob Dempsey's wife, for which purpose the intermission was shortened  $\frac{1}{2}$  hour at noon. I stopped at the funeral till after prayers as did most of the people who went that way, after which went up to Mr. P.'s with Adrian. Hiram P. come in there & spent the eve, he having returned last night from a journey into the country to Concord with his brother Daniel for the benefit of his health, he being thought to be evidently in a decline.

13. We expected Mr. Orne here early but he didn't come till near 7. We found the off ox missing this morning. After breakfast Mr. O. and I finished boarding the hogs house, then I went down to Salem & bot 3M. shingles of Burrill & Robbins on Cr. at 2\$ per M. Cedar, also bot 10 lb. nails of Warren at 7 per lb., on C.,  $3\frac{1}{2}$  lbs. rice of Mr. Perley & met Mrs. Farrington on my way coming up with Porter C.

15. Mr. O. began to hew the timber out in the pasture today for the Chaise house. Mr. E., Wm. and I helped him. Mr. E. mowed the little well meadow & some below the causeway.

16. Mr. E. cut 4 oak trees in the field today for sills. We drewed them out on the axle-trees. Mr. Ellis showed us the country method of loading on to them, which appears to be a good one.

Sunday, 19. Mr. Briggs come & preached at the School-house all day, it being the last of his engagement here. I attended and paid Mr. Boardman what I subscribed, viz., one dollar fifty cents. Mr. Bodge came here to dinner. I went to see Fanny, understood that her sister Holt had lost a child this week. Mr. Preston & wife were up to the Squire's to meeting.

21. Sir & I ploughed the Cow yard, then I went to hauling stones. Aunt Sally & Mrs. Farrington come here today.

22. Mr. Orne, Ellis & Wm. worked at hewing, framing, etc.

24. We killed the last of the lambs today. Mr. Thompson come here and put up tonight.

25. Went to market. Took a letter out of the office postmarked Randolph Vt., directed to Uncle Z. P., when he opened it it appeared there was a small one enclosed to me. Called at Ira's, found he had got so well as to ride out and was at Beverly. When I got home found him at our house with his wife and child, as also his Father & Mother, who arrived here about the same time in good health.

Sunday, 26. Went up to Mr. P's, found Fanny in pretty good health. Eliza Preston was prayed for today, she being sick with a fever though not considered dangerous. Uncle & Aunt C. come over to Mr. Putnam's at night & tarried there. Clarissa went to sit up with Eliza tonight. I didn't stay there very late tonight.

28. We concluded on the ground site for the Chaise house. Mr O. worked in the barn getting out window stuff.

October 2. Mr. Ellis & I went to train. Ensign Perry commanded the Company. I helped him form the Company & took command of the first Section, called the roll & we got through very well. Found Mr. P. and wife at our house when I got home. Uncle & Aunt went home with them.

Sunday, 3. I was so much engaged helping Mother that I couldn't go to meeting today. Didn't get shaved & shirted till just before night when Porter Cheever come here bringing his Mary & my Fanny with him. His father & Mother came soon after & Mary C. with them. Uncle & Aunt tarried with us the night. Sometime after I set out with Fanny in our Chaise, when Uncle's mare insisted upon accompanying us.

4. I got up early & set off after Uncle's mare, found it difficult catching her as I turned her into Mr. Preston's lot by mistake, where there were two other horses feeding. She kicked at me & struck my right hand & hurt it considerably. I had to get Adrian Putnam to help me & then borrowed a saddle of Mr. P. to ride home on. We hauled up the sills of the shop. Lieut. J. Kettell come here this morning after the company roll.

5. This was the day appointed for our Regimental muster. Mr. Ellis set off in early season, my sore hand cleared me. Mr. O. and I worked planing boards. P. M. We placed the sills. Mr. E. & Wm. didn't get back till late. Wm. complained of having the headache bad & went to bed. Mr. E. didn't want any supper. Just at dark when we



were finishing supper, Jefferson Porter come in here direct from Boston, he said, where he had drove some sheep.

6. We raised the building today though it rained a little in the forenoon. Mr. Wallis, Goodhue, Richardson & Alfred Porter come and helped us. About half past 8 we begun & finished about half past 10, got the frame up well & without any accident occuring, excepting that I struck my left ankle just as I was coming down from the frame & hurt it considerably. We worked fixing boards.

7. Worked in the barn making window frames & shaving out hoops. P. M. The rain held up so we could finish underpinning the building. Mr. O. put on some of the boards.

9. Went to market. Found Aunt Ruth & Eunice & Mrs. Brown at our house when I got back. Harriet got home, stopped at Plaistow. Jefferson left this morning & met his mother in Haverhill.

Sunday, 10. Aunt Porter thought of starting for Stoneham this morning, but delayed on account of the weather, however about 11 she set out. I accompanied her as far as Uncle Porter's, where we stopped and took dinner. Then I went over to the brick meeting house & heard Mr. Felt of Hamilton preach, then went up to Mr. Putnam's & spent the evening. Mr. Preston & wife went to a conference meeting in the evening down to old Mr. Israel Putnam's. Fanny and I had a meeting to ourselves.

14. Eunice B. come up here in the stage yesterday morning & this afternoon she and Sarah went down to Uncle Porter's. I went down in the evening after them, but Eunice staid there.

15. Mr. O. would have finished shingling today if he had nails enough. Just before night Aunt Ruth returned here in company with Jefferson who came from Plaistow late Monday. They didn't tarry long intending to go as far as Boxford tonight. Mrs. Brown returned home this morning in the Haverhill stage.

16. Went to market to see if I could not promise some of my cider. Sold Mrs. Roach one barrel of cider, another to Dr. Prince, half a barrel to Mrs. Hill & 10 gallons to Mrs. Watson. Mr. O. has laid part of the shop floor with the plank that I bot. Mr. E. trimmed the cask that I brought home, put some hoops on to some of them, I shifted the wheels & began to load.

Sunday, 11. My hand was so sore & troublesome that I thought it not best to go to meeting today & Mr. E. was



gone too, so I staid at home, wrote. In the evening went over to see Fanny.

18. Went to market and sold the wood to old Mr. Gedney for 2 Dollars 38 Cents. Sold a barrel of cider to a Mr. Osborne in Pickman St., then drove up as far as Smith's lumber wharf where I bought 2 ft. Refuse pine boards at 8\$ pr. M. Left Salem about 4, didn't get home till in the evening, the oxen's shoe nails had scratched their feet & made them sore so they travelled very bad.

20. Worked in the barn husking Corn. Mr. E. worked in the shop with Mr. O., who begun the stairs today, he having laid the upper floor yesterday. Mr. O. went down to the Neck in the evening and Mr. Ellis went over to Eben W's. to get his boots that he had footed for him & staid at W. Peabody's to husking till late.

Sunday, 24. Went to meeting and went up to Mr. Putnam's afterward. Found Mary Cross there. Hiram Preston come in the evening. When I got home found Mr. Woodman here, he having come to tell Mr. Ellis that he had Concluded to stay down there this winter.

27. While we were at work husking this morning before breakfast, Capt. B. Putnam and wife come here from his brother's, they having arrived in town yesterday.

30. Went to market. Found the turnips dull sale, but finally got rid of them all by taking a pair of old shoes for them & the last of the Beets.

Sunday, 31. I went to picking over some of the apples for fear of the cold. Alfred Porter came in here & staid buzzing awhile & Joel Wilkins called here just at night. In the evening I went over to Mr. Wyatt's & staid a while, then we went over to see Fanny. Found her alone, the rest of the folks being gone to meeting up to the Squire's.

Nov. 4. Took up the flax and got it in. It appeared to be well rotted. Mr. Wallis and his brother Jacobs come here a while this afternoon, just as Mr. Trask come up to look at his lot.

Sunday, 7. Went to meeting, the old Dr. preached as usual. Come home, took care of the cattle, then went over to Mr. Wyatt's. Found Fanny there according to agreement, but she went to a singing meeting. I staid there till she returned. Mr. Putnam & J. Preston were quite sick so that they didn't go to meeting today.

8. I went to picking over the Cider apples & putting them into the cart. Sir thought it best to go to digging po-

tatoes and because I wouldn't, he got so affronted that he went to bed before breakfast & did nothing more all day. William went to Salem to work for Mr. Batchelder where he worked some last week, but he returned tonight not liking the business.

9. I carried the remainder of the apples over to the mill with some of the barrels. Joel ground them all today.

11. I set off early with the Cider, got down as far as Uncle Porter's before sunrise, found them up and stirring. Took an old trunk there of Mary Millett's & carried it home for her. Brought up a plank for Sir from Putnam & Cheever's. This day was the Annual Thanksgiving in N. Hampshire.

Sunday, 14. I went to meeting in the afternoon & went up to Mr. P's. after. Willard went with me & Adrian spent the evening there.

19. Gathered a few turnips, when had to quit to go & choose officers. We chose Ensign Jacob F. Perry, Captain, & Elisha Pratt, Ensign. They both accepted. Major Bradstreet presided. I obtained a dismission & come home immediately to take care of the creatures. Topped turnips all the evening down cellar.

Sunday, 21. Went to meeting and after went down to Matthew Putnam's & tarried till the evening. Then walked home with Fanny. Willard Putnam come in there & spent the evening. There was a meeting down to Mr. Israel Putnam's. Mr. Preston, Adrian & Wm. went. The old gentleman was quite ill again and had gone to bed.

22. Bought 2 qts. L. Oil, .50, 4 lbs. white lead, .16, pt. spirits turpentine, .09, drawing brush, .15, on credit at Dr. J. Pulsifer's. Bought for family,  $\frac{1}{4}$  tea, .27, 1 lb. sugar, 10, 1 do. coffee, .18. Paid for the buckle I gave Fanny, 87 $\frac{1}{2}$  cts.

26. Grandfather was taken with a violent pain. Mother & Aunt Sally who seemed to have been sent here providentially to assist her, did all in their power to relieve him, which they did in a measure, though they were not able to remove the cause, a rupture.

27. Grandfather remains the same.

Sunday, 28. Grandfather grew worse.

29. Called on the Dr. on my way to market & told him to come to see Grandfather. Bought a number of articles at Mr. Warren's to the amount of 2 Dollars 63 Cents on Cr., bought 30 lbs. flour at Mr. Perley's 1 do. & 1 lb. raisins,

6 Cents. The Dr. pronounced Grandfather's case almost hopeless.\*

[A few pages of the diary are here missing.]

Dec. 29. Went to unloading the boards. Uncle Porter come here on business. Mr. Orne also come to see about coming to work, he being going to Topsfield. Dr. Osgood also come here on the same business that Uncle did.

30. Set out to market with the wood as soon as I could get ready. Found Mr. Pierce who took it & paid me 6 Dollars pr. Cord,  $6\frac{2}{3}$  ft., unloaded it & drove home as soon as possible. Engaged the remainder that we had on hand to Mrs. Archer at the same price. Fanny said that she must go home tonight, but just as we were ready for supper, Mr. Shil-laber & his wife come here in their Chaise & soon after Porter Cheever come in the Colonel's wagon, bringing his sister Mary, Martha Fuller & Hannah Welch, so it made it late before we could set out. Went in the Chaise.

\* Jonathan Porter, Sr., died Dec. 1, 1824, aged 91 years, 5 months.

## FIRST JUSTICE OF THE PEACE IN DANVERS.

Council Chamber, Boston, April 29th, 1778.

Sir

I have the pleasure to inclose you a Commission as a Justice of the Peace for the County of Essex, (and hope it will be agreeable) and you must be sensible that there is great need of a Justice in the Town of Danvers. Therefore, hope you will soon take the Oath of Office.

I am, Sir, with great respect,

Your most Obdt. Servt.

S. Holten.

Amos Putnam, Esqr.

P. S. The Oaths of Office must be taken before two of the Council, or two of the Justices of the Superior or Inferior Courts.

## THE STORY OF DILL.

WRITTEN FOR THIS SOCIETY, JAN. 28, 1910, BY  
MISS ANNE L. PAGE.

In November, 1908, Mr. Thomas A. Stevens of North Adams, Mass., in looking over some papers in the garret found a bill of sale of some slaves, who were purchased by Jeremiah Page, of Danvers, dated 1774. It was as follows:

"Danvers, Mass., April 19, 1774.

"Received of Mr. Jeremiah Page, fifty-eight pounds, thirteen shillings and four pence, lawful money, and a negro woman called Dinah, which is in full for a negro woman called Combo, and a negro girl called Cate, and a negro child called Deliverance or Dill, which I now sell and deliver to ye said Jeremiah Page.

"JOHN TAPLEY,  
JOHN BANCROFT,  
GENERAL JOHN STARK.

"Boston, Mass., April 18, 1774.

A fac-simile of this, together with an account of the finding of it, was published in the North Adams Transcript. The account was copied by several newspapers, and Mr. Stevens received requests for the old paper from descendants of Col. Page in Eastern Massachusetts and in Connecticut. Miss Sarah E. Hunt, of Salem, a great-granddaughter of Col. Page, happened to be visiting in North Adams and Mr. Stevens gave the paper to her. How it came to be in the garret of this far away old house was a puzzling question. What made the affair still more strange, was the fact that all the papers of Jeremiah Page had come into Miss Hunt's possession many years before, and among them was a bill of sale almost exactly like the one Mr. Stevens found, except a difference in the date, and the names of the witnesses.

The Page papers had been very carefully kept by the family, and this receipt was among them as follows:

"Danvers, April 19, 1766.

"Rec. of Mr. Jeremiah Page Fifty-Eight pounds, Thirteen Shillings & four pence, lawfull money, and a negro woman



called Dinah, which is in full for a negro woman called Combo and a negro girl called Cate and a negro child called Deliverance or Dill, which I now sell and deliver to ye said Jeremiah Page.

“JOHN TAPLEY.

“Jona Bancroft,  
Ezeke Marsh.

Why the other receipt, which was never given to Col. Page, and which has the wrong date, was ever written, and how it came among strangers in the garret of a house so far from the place of the transaction is a mystery. Deliverance, or “Dill,” as she was always called, was the youngest of the three named in the bill of sale, and was then only a child. The valuable part of the purchase, in the buyer’s estimation, must have been the two older ones, Dill’s mother and sister. These two died in a year or two. Dill lived to good old age and, with other members of the family, I attended her funeral in St. Peter’s church in Salem, of which church she was a member. I think her death occurred sometime in the forties. She made up for the loss upon the other two, Combo and Cate, for she was a faithful nurse to the children and became a cook of renown. I remember when she came to the homestead, to spend a day, each year, we children liked to stay in the kitchen with Dill, who told us stories, and made gingerbread for us that was always of the best.

In return for her faithful service, she was always treated kindly in my grandfather’s family. My aunt Carroll once told me that the children did not dare tease Dill for fear of their grandfather’s displeasure, and, as she stood by his coffin in 1806 she was heard to say, “He was a good man.” It was not an uncommon thing until after the Revolution to hold slaves. African trade was carried on by people in Salem and vicinity, and then vessels often returned with a few slaves as a part of their cargo. These slaves found a ready sale, for the New England conscience still slumbered and slept, so far as slavery was concerned. It is a well authenticated fact that slaves of both sexes were commonly held as family slaves, even by many of the clergy who sometimes acquired them by purchase, and, sometimes, as presents from their parishioners.

Miss Lucy Larcom gives Dill a place in the poem of “The Gambrel Roof,” but this was by poetic license. Dill loved to tell us stories of “the goings on” in the old time, and would never have omitted the story of the roof-party if she had known it. Besides, the tea-drinking was, and had to be, a



profound secret between the three tea drinkers who went slyly up the scuttle stairs, and sat on the roof, and drank their tea that afternoon. Mrs. Page, the hostess, died within the year. Mrs. John Shillaber, by whom the account of the event was transmitted, moved to Salem soon after it happened. It was only in her old age, when all who would have been disturbed by it had been gone many years, that she told the story to her daughters. It was from the lips of one of the daughters that I heard the story as she told it to my father and mother, neither of whom had been born at the time the event occurred. Had the least hint of the affair been given at the time, Col. Page would have felt disgraced and perhaps would have been mobbed,—so strong was the feeling against using tea.

In her last years Dill lived in a small, unpainted house in North Salem, now North street, with a willow tree at the door, on which in summer a parrot in a green cage hung, and called to horses in imitation of drivers of teams as they passed the house.

Dill wrote verses. Anstiss, her daughter, told me that when "Ma'am wanted to rhyme up" she would take a basket and go into the woods and bring home some poetry. I could see where the woods might be an inspiration, but the basket seemed irrelevant. One of the verses in a poem of some length ran thus:

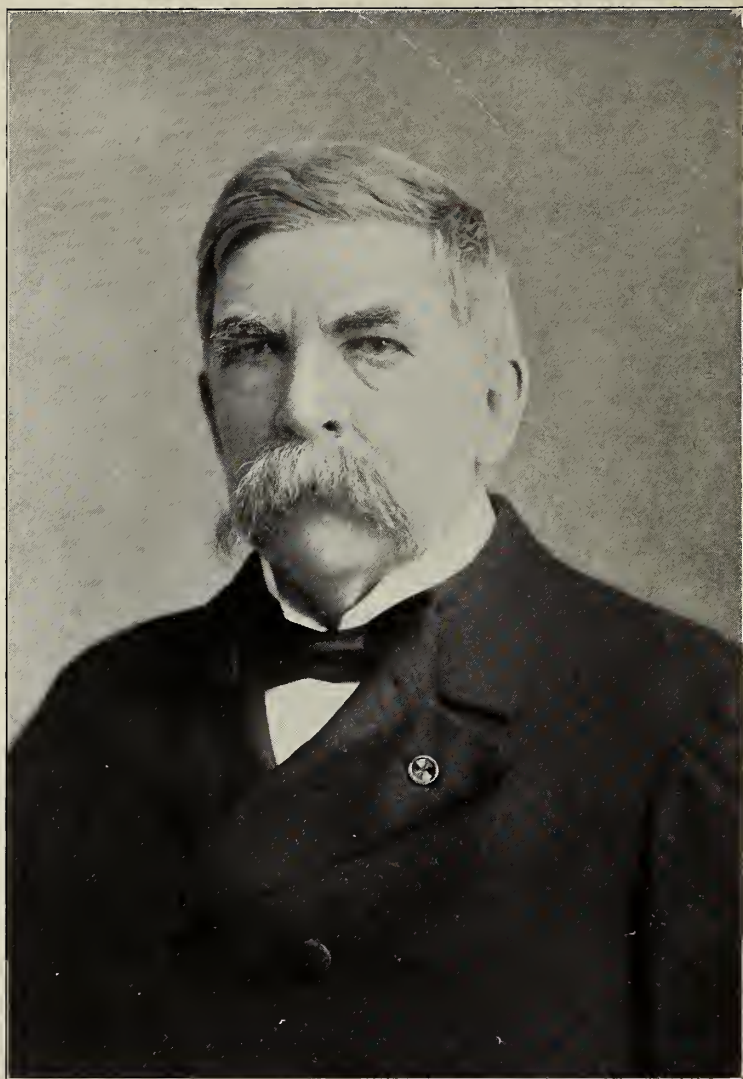
"The minister he stands in the pulpit so high  
And tells us from the Bible that we all must die."

The refrain between each verse ran:

"They stole us from Africa, the home of the free,  
And brought us in bondage across the blue sea."

Peace to her memory. Stolen from Africa, but not exactly the "home of the free," from a little ignorant, friendless, black child, she came to be an unusually intelligent, amiable, Christian woman.





GENERAL GRENVILLE MELLEN DODGE.

*Gen. Dodge. 1916*

GENERAL GRENVILLE MELLEN DODGE—  
DANVERS' MOST DISTINGUISHED LIVING SON.

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BY CAPTAIN HENRY N. COMEY.

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READ AT A MEETING OF THIS SOCIETY, SEPTEMBER 29, 1913.

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"Tell ye your children of it, and let your children tell their children, and their children another generation."—Joel, I, 3.

There be few, if any, names that can rank with the name of Major-General Grenville M. Dodge for valuable service to the Union during the War, and none can excel his record for service to the United Nation since the War, and yet his name is seldom, if ever, mentioned in company with distinguished officers. His history should be known, and his rise from humble life to a career of great usefulness in service of a national character covering more than three-score years, should be given full credit.

No one living has been so long in the public eye, and the life record of none has been more varied in character, more far-reaching or valuable in its effects. Constant in honor, fearless in conduct, stainless in reputation, General Dodge has long been accorded classification with the most distinguished citizens of the nation. "His face is seamed and furrowed, and the shoulders which squared to the shrapnel and minie ball, have been stooped by the ever-increasing weight of years. Upon his body are the scars of honorable conflict in one of the greatest wars the world has ever known. Upon his hand has come the slight, ever so slight a tremble which time eventually succeeds in placing there. But the weight of years and the tremble of time have not succeeded in taking the glitter from the eyes which pierce you from beneath those grey brows, nor have they detracted from the military firmness, the keen decision, the precise gentility and intellectual force of America's greatest living soldier, General Grenville Mellen Dodge."

General Dodge was born in Danvers, Mass., Apr. 12th, 1831. Concerning his father's family, Rev. Dr. Alfred P. Putnam wrote in 1877: "In the autumn of 1829, Sylvanus

Dodge conducted his bride to the farmhouse in Danvers, the abode of Mr. and Mrs. Elias Putnam, to begin housekeeping in an ell built on the north side. Mrs. Dodge was Julia T. Phillips of Georgetown. The marriage ceremony was performed by Rev. Dr. Isaac Braman at his own home in Georgetown. The same day the nuptial pair rode to their destined home in Danvers, where, by a cheerful open fire, they received a hearty welcome. My father, very soon after the arrival, brought forward the ten months' old baby [Dr. Putnam], and depositing it in the lap of the bride, proposed to make her a present of it, saying, 'As there are seven others, we can spare the eighth.' Mrs. Putnam would not consent to the gift. Mrs. Dodge, however, declined to surrender altogether the charge that had been committed to her keeping, and though a half-century has since gone, our thanks are now and here given to the dear woman, that, in the earliest years of the little boy's life, she shared with others so tenderly the care of him, and, with them, first taught his lips to speak and his feet to walk. She was a most sympathizing helper of my mother in all those times of toil and hardship, and there grew up between them a strong feeling of friendship and love which still abides through every change."

In answer to a letter from the writer, General Dodge sent the following account of his life in Danvers before they went West:

"Baldwin Block,  
"Council Bluffs, Iowa, March 15, 1913.

"Capt. H. N. Comey,  
2nd Mass. Vol. Inf.  
Danvers, Mass.

"My dear Comrade:

"I am in receipt of yours of March 10th, stating that you were to deliver an address before the Danvers-Peabody Historical Society in April upon myself. You speak of the Rev. A. P. Putnam. He was a very dear and close friend to me, and I took a great deal of interest in the Danvers Historical Society. I remember with great affection the many old friends I used to have as a young boy in Danvers and Peabody, where I finally grew to young manhood. I have, from my brother's and my own data, gathered up what information I could to answer your questions as to the houses I lived in, and who my boyhood friends were, and I give it to you as it appears in my records.

"About April, 1837, my parents moved from Rowley to



South Danvers, and lived in the upper part of a Dr. Shedd's house\* on Main street, nearly opposite the old Danvers Bank, and in sight of the Soldiers' Monument. My brother, Nathan, was born there in 1838. My parents then moved into another house on Lowell street, nearly opposite the head of Chestnut street. From there they moved to Tapleyville, in 1839 or '40, into a house owned by Gilbert Tapley. It is on the north side of the street, just east of the Cemetery. It is a long house, consisting of the main cottage, with connecting sheds with rooms above, and the barn and slaughter house adjoining. My sister, now Julia D. Beard, was born there.† Sarah Ann Osgood, daughter of Doctor Osgood of Danvers, taught school in one part of this house, which I attended. I remember her well. She and her family were friends of mine and of my family as long as they lived.

"At the election of James K. Polk, as President, on the 4th of March, 1845, a change was made in my father's business. He was appointed Postmaster of South Danvers, and immediately moved there, into a house‡ owned by Mr. Hammond near where the Peabody Institute now stands. While we lived here, my brother and I attended a school§ in Pool Hollow on Main street, leading to Salem. In connection with the Postoffice, my father had a book store.

"In the course of a year, we moved into a double house on the Square owned by Hazen Ayres. While we lived there, I attended, I think it was called the Centre Street School,|| it was the school on the street leading west from the Monument, some several blocks to the west. My schoolmaster was Elmer Valentine.

"My schoolmates and chums as a young boy that I recall, were George Osborne, Billy Osgood, Tom Proctor, Walter Fairfield, Everett Trask, a boy named Sutton,¶ Oscar Phillips

\* No. 126 Main Street, Peabody.

† This house was removed in 1895 when the Tapley schoolhouse was erected. The portion of this building at the right of the latticed centre door, and above the basement, as seen in the accompanying illustration, was built for a schoolhouse in District No. 3, in 1787. When the new brick schoolhouse was erected in 1812, its predecessor was bought by Elias Putnam, who used it for a shoe factory. It was subsequently moved by Perley Tapley to its location on Holten street, Tapleyville.

‡ The house is now located at 11 Wallace Street.

§ The house is still standing, having been moved around the corner of Cutler Street.

|| Where the Episcopal Church now stands on Lowell street, on the southeast corner of School street.

¶ General Eben, son of William Sutton.

and others. From this Ayres house we moved to Dr. Osborne's house on Main Street,\* adjoining his own residence. It was also occupied at the same time by Dr. E. D. Hayes, a dentist. From there we made the last move before moving West, to a house† owned by Bailey Little, one side of which he occupied until his death. It is a few doors to the east of the old Universalist Church. After Little's death, it was occupied by Amos Merrill and family. It was opposite Dr. Proctor's drug store. I remember distinctly the time of Little's death. It was from cholera. My father and mother were away on a visit to Rowley, and there was so much fear and excitement about the cholera that no one would attend the case, and, as I remember, Mrs. Little and I were alone with him. It is so long ago, I do not recollect the full particulars, and I was then too young to appreciate all the circumstances, but I know I received a good many compliments for staying with them.

"After I was twelve years old, I worked summers, first with Lambert and Merrill in their store; second, on the Lander farm on the road between Peabody and Danvers; and at another time with Mr. Fairfield in his meat shop, and driving a butcher's wagon for him a part of the time. Whilst working here I earned money enough to go to Durham Academy, New Hampshire, and prepared myself for entering Norwich University in September, 1848, from which I graduated in the winter term of 1850-51, as a Military and Civil Engineer. I took Field service in that profession under Captain Alden Patridge during the summer of 1851, and received his certificate as a Military and Civil Engineer.

"Remembering very vividly the kindly reception of Danvers and Peabody friends on my visit there in 1864, and the hearty welcome that was given me, I send my heart-felt greetings to my friends and the citizens of my old home.

"Truly and cordially,

"GRENVILLE M. DODGE.

Upham says in his "History of Salem Witchcraft": "It is an interesting circumstance that the names of men who trained in the foot company and with the troopers on the fields and roads about the village meeting-house two hundred years ago have re-appeared in the persons of their descendants, in the highest lines of service and with unsurpassed dis-

\* No. 15 Main street.

† No. 34 Main street.

tion, in the three great wars of America,—Major-General Israel, and Brigadier-General Rufus Putnam, in the War of the Revolution; Brigadier-General Moses Porter, in the War of 1812; and Major-General Grenville M. Dodge, in the War of the Rebellion. The last named is a descendant of a hero of the Narragansett fight, and was born and educated at Salem Village.”

Graduating at the age of twenty from Captain Patridge's Military Academy, Scientific Course, young Dodge went immediately to Peru, Ill., took up surveying, city and land, and was employed by the Illinois Central, also the Rock Island and Peoria Branch of the same railroad. Philip Dey, a celebrated engineer, employed Dodge as a rodman, but in a short time Mr. Dey found he had a prize in Dodge, and instead of a rodman, he was employed locating the Rock Island Railroad between Davenport on the Mississippi and Council Bluffs, Iowa, on the Missouri, four hundred miles. He located the western end of the Rock Island at Council Bluffs, and the eastern end of the Union Pacific at Omaha, west of the Missouri. As he crossed the Missouri on a raft, he lost half his instruments and supplies, but he pushed on and made the reconnaissance for the Union Pacific Railroad. At an early age he showed great skill in locating the great trunk lines. Financial interests determined that the crossing of the Missouri should be at other points. Young Dodge held to his decision like a bull dog, knowing he had the natural engineering and commercial route, as now proved, as the C. & N. W., M. & St. P., Illinois Central, (C. R. I. & P.) & C. B. & Q. now run down Mosquito Valley on the Iowa side, connecting with the U. P. & West up the Platte Valley to the plains and mountains. Pottawottame Company authorized an issue of bonds to the amount of three hundred thousand, if Dodge would raise the money. He raised the money and commenced to build the railroad east from Council Bluffs to the Mississippi River. He was emphatically a pioneer.

Iowa has honored him by placing an equestrian statue upon the soldiers' monument at the state capital, and a life-size painting in the capitol building. His statue in bold relief is upon the pedestal of the Gen. John A. Logan monument, and in bas relief upon the pedestal of Gen. Wm. T. Sherman's statue in our national capitol, and yet the people of Danvers, where he was born and where he grew to manhood, do not know but partially the largeness of the man.

It is with profit and pleasure that we consider the rugged

and lasting qualities of such a man as General Dodge. He was a many-sided man, and successful on all sides. Without heraldry of birth, without money or influential friends, he has risen steadily to the point where he has no superiors. His position in the business and transportation work represents an investment of years of hard labor and useful life. One of the greatest men said: "The completion of the U. P. R. R. advanced the nation one hundred years." He was the very incarnation of resoluteness and determination.

President Lincoln called him to the task of building the Union Pacific Railroad, the consummation of the greatest achievement of the century in connecting the two oceans. He had no maps or charts of the wilderness, the Rockies or the great "American Desert" to afford him information of the topography of the country which was designated in the text book, as a wilderness to be the eternal habitation of the savage and buffalo. This was but the beginning of his great work as a railroad builder. The railroad has been justly termed the chief promoter of civilization. In this General Dodge performed a great work for our country in opening up the vast West with all its resources and possibilities. Russia sought and had his advice in building its transcontinental line from St. Petersburg to the Pacific. Other foreign nations consulted him, and China on two occasions sought him to take charge of internal improvement in her Empire.

In 1856 he organized a company of Militia, of which he was made Captain, and also a battery of Light Artillery, which later became a celebrated corps in the Civil War, known as Dodge's Battery. He engaged in freighting on the Plains and sent the first teams through to Denver. He established the banking house of Baldwin & Dodge, and was made president, when it was merged into the Pacific National Bank. He located a farm on the Elkhorn in Nebraska and moved there with his father. The Indians drove them off, and the Dodges returned to Council Bluffs. When the War broke out, he offered his company and service to Governor Kirkwood. Iowa needed arms and equipment. Neither the Governor nor members of Congress could get them from the United States. Captain Dodge went to Washington and was remarkably successful. He secured 6,000 stand of arms and equipments, guns for a battery, etc. Secretary of War, Simon P. Cameron, at once recognized his great ability and offered him a commission as Captain in the regular army in June, 1861. He declined because he owed allegiance to Governor Kirk-



wood, who soon made him Colonel of the 4th Iowa Infantry, by request from Washington.

Here is an instance of his patriotism. When he organized the 4th Iowa Infantry and Dodge's Battery or 2nd Light Artillery, without waiting for the government to slowly clothe and equip them, he pledged his own credit, and they were promptly fitted for the field. General Curtis, in assigning officers to command divisions in the Southwest, in violation of the military usages, selected two Brigadiers, both inferior to Dodge in rank, experience and ability. A Brigade commander refused to serve longer, but Colonel Dodge loyally waived his own rights and served his inferiors in rank with the same zeal he would have manifested had he led the whole army; and what made this act more remarkable was the fact that Curtis owed his Major General's commission to the Colonel. That was a terrible campaign in the winter of '61 and '62, through mud and cold and storm, but Dodge, in command of his brigade, forgot his grievance. His old regiment was the first in Springfield, Mo., and, with his brigade, he saved Curtis's army from disaster at Pea Ridge. A cooler head, a more competent general, a braver man was not on that fierce battlefield. There his brigade stood in the fearful range of battle, their leader bleeding, a third of their number dead, dying or wounded, their supports driven back, and an enemy five times their own number in front. But he fought on, simply sending back word that to retreat was ruin. When every cartridge box was empty and line flanked, with bare and glistening steel, they drove the enemy to cover. Such fighting, and such a leader, saved disaster and won the victory.

He was badly wounded. So, too, was every field officer in his brigade. Four horses had been shot under him, three of them killed, one of them with twenty bullets in his body, and it is a wonder that the Colonel escaped alive. (He had been wounded the Fall before at Rolla, Mo.) Before his wound was healed, he was set to work building the Mobile & Ohio Railroad through a long stretch of the enemy's country, where every mile had to be watched and every stream and bridge guarded from guerrillas. Dodge was now General, a rank he so bravely won at Pea Ridge. He had the ability and courage for just such work.

This line of road was an absolute necessity to Grant's army at Corinth. It was Grant's road back to his supplies. So important was this work and so quickly done, that as a reward Dodge was at once promoted to the command of the Central



Division of the Mississippi. The greatest administrative skill was required in this large military department. He captured and dispersed nearly all the enemy's forces. All sorts of business talent was displayed by him. General, engineer, judge, railroad manager, collector of news, Chief of Corps of Observation, etc. A dozen talents were necessary, and the physical strength of a giant. Dodge's scouts and spies covered the left flank of Grant's army at Corinth, and reached to the army of Rosecrans at Chattanooga. Both these armies relied on him for information as to the movements of the enemy, and they never relied in vain. He was an adept at securing scout service.

General Sherman said he could get more and truer information from him than from any other source. He had scouts and spies everywhere within the rebel lines. He seemed never to rest. Everything was reduced to a system. A record of his scout service alone would make a volume of intensely interesting reading.

His successes were due to his great energy, his perfect momentum in pursuit, and his thorough knowledge of the enemy's movements. His orders to his command and reports to his superiors are models of clearness and terseness. He built all railroads needed in his department, and those of use to the enemy, he destroyed. He made a raid to the rear of Bragg's army, and captured and destroyed some twenty million dollars worth of rations and supplies, as estimated by the Confederacy. Grant is said to have remarked, when told that Dodge had been captured with his whole command, "If Dodge has done what they say of him, we can afford to have made the sacrifice." He turned refugees and contrabands into soldiers. In a dozen battles he defeated Poindexter, Price, Van Dorn, Wheeler, Faulkner, Villipigue, Forrest, Gates, Ferguson, Rhoddy and others. It is extremely doubtful if such military and administrative activity was displayed elsewhere during the war. Vicksburg fell, and he was promptly recommended for Major General by Grant. The order reads "for gallant and meritorious service and extreme fitness for command." When Grant was selecting his officers for his Chattanooga campaign, Grant wrote to Sherman, "Bring Dodge along. He is an officer on whom we can rely in an emergency." Grant knew that Dodge had few equals as a fighting general.

General Dodge was half way to Chattanooga when Grant saw he must have another railroad or his troops might starve.

As there was not such another railroad and bridge builder in the army, Grant reluctantly ordered him to halt and rebuild the railroad from Decatur to Nashville. It was a herculean task to be performed in the presence of the enemy, the road being 102 miles long. Dodge had no tools to work with, save axes, picks and shovels of the Pioneer Corps, and no food save that to be gathered from the enemy's country, a section that had been scourged and scoured by both armies. His army of 15,000 men subsisted off the country for four months. He promptly stretched his command along the railroad, built block houses for defense, gathered in all the blacksmith tools, and iron and steel, from shops and mills, moved them all within his lines, and put his men to work making the necessary tools. Engines and cars were repaired by detailed soldiers. In a night attack, Decatur and its garrison was captured, and in forty days this road which had been built over deep chasms and rapid rivers, with its 182 bridges and trestles, was rebuilt, guarded and ready for use. Such rapid work under such circumstances the world has never seen.

On Dodge's arrival at Chattanooga, May 5, 1864, Sherman said to McPherson, "You'd better send Dodge to take Ship's Gap." McPherson replied, "Why, General, that is thirty miles away and Dodge's troops are not yet unloaded and he has no transportation with him." Sherman replied, "Let him try it, and let the transportation follow." That night at midnight, Sprague's brigade of the 4th Division of the 16th Corps had gained the Gap. This opened the way so that Sherman placed his army in Johnson's rear, forcing him to abandon his impregnable position at Dalton, Ga. It was such labor and such generalship that made the victories of Vicksburg, Chattanooga, Atlanta, and the March to the Sea possible. In the Atlantic Campaign, Dodge's Corps was the first through the famous Snake Creek Gap. It had fought hard at Dallas, at Kennesaw, Buff's Mills, Nick-a-Jack Creek and Resacca, Ga. When the army reached the rapid Chattahoochee, the bridge and ferries were all destroyed. Again Dodge was called on, and the old zeal, the immense vigor and wonderful skill, resource, and adaptation were ready as ever. In three days' time his men, working in mud and water, built a substantial bridge fourteen feet high and seventeen hundred feet long. Three days before, the material was growing in the forest. Now over it crossed in perfect safety the whole army with all its wagons and trains of artillery. It was the military marvel of the time.

At the assault on Kennesaw Mt., his troops were the nearest to the enemy's line of battle. His quick appreciation of the topography of the country enabled him to act with promptness and with success. After defeating the entire corps of Hood at Ruff's Mills on July 4th, 1864, Dodge's Corps built from his plans and under his direction, in two days, under a broiling sun, with no other material than the debris of some ruined cotton mills, a substantial double track bridge 700 feet long over the Chattahoochee River.

On the 22d of July, the day of Hood's assault on the Sixteenth Corps in the Siege of Atlanta, it was fortunate that General Dodge, with a part of his 16th Corps, was moving along on an old wagon road in the rear of the army just when Hood's first attack commenced. This attack upon our flank and rear was made by three divisions of Hardee's Corps, some 15,000 to 20,000 men, Cheatham's and Stewart's Corps, with the Georgia Militia in front. Dodge had only 5,000 men, one division minus Sprague's brigade. That brigade fought Wheeler's cavalry all day at Decatur and saved the wagon trains. McPherson was extending his left to a point south-east of the city. Hood, determined to stop Sherman from investing the city, assigned the task of dislodging him to Hardee, who made a circuit of McPherson's exposed flank and fell upon his rear with orders to carry everything at all hazards. The blow fell upon Dodge, who was moving a portion of his troops without the least expectation of an attack, and while his men were getting breakfast. Hardee's Corps, with fiendish yells, burst upon Dodge's small command of two brigades, as one brigade, Sprague's, was at Marietta guarding the supplies which, at the very moment, Wheeler's cavalry was endeavoring to capture and destroy. It was a complete surprise by Hardee, whose army was certainly four times larger than Dodge's force, and probably five to one. The attack and all the conditions were right for a stampede. The assaults of Hardee were desperate and continued till towards midnight. Had the 16th Corps given away, the rebel army would have been in the rear of the 15th and 17th Corps, and would have swept like an avalanche over our supply trains, and the position of our army would have been very critical.

The guns of the 14th Ohio and Welker's batteries fairly mowed great swaths in the advancing column. They showed great steadiness and closed up the gaps. The iron and lead hail was too much for flesh and blood to stand, and the enemy broke. Seeing this, Dodge, with a portion of Fuller's and





RESIDENCE OF GENERAL DODGE IN TAPLEVILLE.



BIRTHPLACE OF GENERAL DODGE IN PUTNAMVILLE.





Sweeney's divisions, charged with fixed bayonets and drove them back to the woods, taking many prisoners, representing forty-nine regiments, at least, three divisions of nine brigades, all as full as a desperate emergency could swell them, with orders at all hazards to sweep over any and all obstructions. The whole responsibility and conduct of meeting this attack fell upon Dodge without warning—no time for putting his troops into a favorable position for meeting a vastly superior force leaping upon them from the cover of a dense woods. He had to fight without orders, guided by the exigencies of the moment. To make one's plan of action thus hurriedly shows skill and resource. He was equal to any emergency. He says that in all his experience in life, until he saw the 16th Corps stand firm, he never passed more anxious moments. He fought under these adverse circumstances from 10.30 A. M. till 10 P. M., most of the time in the open, and during the day on both sides of some works the 15th Corps had built and Hardee had captured. One brigade of Dodge's recaptured the works and restored them to the 15th Corps. The time of this 2nd Brigade had expired and was awaiting muster out. This shows Dodge's power over men. After Dodge defeated Hardee at the Battle of Atlanta, Hood passed serious criticism upon Hardee's conduct of the battle, but without justice. Hardee had behaved with unusual discretion and skill. He had simply met his match.

There was not a more remarkable display of persistent attack and heroic repulse during the war. Both sides fought in the open, no intrenchments for either side. The forest screened Hardee's approach until his troops broke through the timber on Dodge's flank. Dodge's skill and courage commanded the admiration of all who knew of it. General Dodge, describing the scene as pictured in a painting, said: "Where I stood in my line, I could see the entire Confederate force and all of my own, something that seldom occurs, and of course the scene, as Blair states, was a magnificent one. I saw Fuller do a most gallant act. I sent an aid to him with instructions to charge, but before he got there, Walker's rebel division broke the center of Fuller's Brigade, and his own regiment, the 27th Ohio, was falling back. I saw Fuller get down off his horse, grab the colors of the 27th Ohio, and rush to the front with them in his hands, and call upon his regiment to come to the colors, an appeal that could not be withstood, and they rallied and saved his front. It was but a moment later that I saw Walker, who commanded the division that

attacked Fuller, fall from his horse, and the division broke and went into the woods. The action of Fuller was most gallant. It has been painted, and I have a copy hanging in my room."

That night, about eleven o'clock, three corps commanders of the Army of the Tennessee, one of them in command of the army, Logan, the others Blair and Dodge, met under an oak. It was decided that Dodge, being the junior, at the request of Logan and Blair, should wait on General Sherman and request aid for the morrow. Sherman met him cordially, and spoke of the loss of McPherson. Dodge stated his errand. Sherman turned on him and said, "Dodge, you whipped them today, didn't you?" "Yes, sir." "Can't you do it again tomorrow?" "Yes, sir," said Dodge, and went back to his troops determined never to go again on such an errand. This was the greatest battle of the campaign, yet this battle is seldom mentioned. The little Army of the Tennessee met a large part of the rebel army, which had been secretly thrust to its rear and on its flank and centre. Its idolized commander had been killed in the first shock of battle, but at night the enemy's dead and wounded were in its front, showing that the army of the Tennessee was invincible. It was the 2nd division that held Altoona Pass, that is celebrated in song and story by "Hold the fort." It was this 2nd division that captured Donaldson. Any general would esteem it great honor to command it.

On August 19th, General Dodge was shot, probably by a sharp-shooter, as he was standing in the rifle pits superintending the charging and taking of a detached fortification of the enemy. The bullet struck him in the left forehead and ranged up and tore through the scalp. It came near ending the career of as true a man as the war produced. He was reported killed, and had the satisfaction of reading his obituary notices.

His farewell words to the Sixteenth Army Corps will end this part of his military career:

"Headquarters Left Wing 16th A. C., near Atlanta, Ga., Aug. 24, 1864.

"From Chattanooga to Atlanta, through a campaign unparalleled in severity and its successes, you have done your full share; your comrades are buried on every field, and while we deeply mourn their loss, we have the satisfaction of knowing that they fell nobly doing their duty. I leave you in the hands of able and tried commanders; give them the same cheerful support you have always given me. I shall watch

your course with the same interest; your victories will be mine. May God bless and protect you.

"G. M. DODGE, Major General."

On August 24th he was removed to the North. While convalescing from the wound received at Atlanta, August 19, General Dodge made a trip East to visit his friends in Danvers. On the boat coming from New York, Rev. Dr. A. P. Putnam, who later became the first president of the Danvers Historical Society, met General Dodge, and the two renewed old acquaintance, and talked long together. Among other things, Dr. Putnam referred to a meeting to be held the next afternoon in Faneuil Hall, to be addressed by Edward Everett in the interest of the re-election of Lincoln, and said, "You ought to be present." Dodge said he "had never heard Everett, would like to hear him, and would be there." The next morning, on arrival in Boston, Dr. Putnam looked up the notice of the meeting in the early morning paper. There were the names of the committee of arrangements and the names of many distinguished army officers who were to be present, but no mention of Dodge, for none knew of his coming. Dr. Putnam sent a messenger to one of the committee, to say that General Dodge was in town. The latter was immediately waited upon and invited to a place on the platform with the other eminent men and officers. The hour of assembling came and Dr. Putnam was with the crowd on the floor. By and by, the long line of state and city officials and gifted sons of Massachusetts, who usually surrounded the matchless orator whenever he spoke in public, filed in and seated themselves on the platform. General Dodge was among them, occupying a seat at the left of the speaker, near the front. He was dressed like certain army officers on the platform, in his military costume.

Charles G. Loring presided, and in a well prepared opening address, referred to some of the heroes of the war and friends of the country. As he did not mention General Dodge, it is probable that his presence was not known to him. Neither did the audience know it, but Mr. Everett did. Dr. Putnam said, "I shall never forget the thrilling effect which his words and action produced when, on being presented to the vast multitude, Everett came forward in his most spirited, yet graceful manner, and said, 'The chairman has given us the names of not a few who deserve well of the nation, and whom we all delight to honor; but he has forgotten to mention one who is present with us, and just from the field of battle, and

who could tell us that all was well at the seat of war—Major-General Dodge of the Army of the West.’ The enthusiasm was great, and cries came from all parts of the hall, ‘Dodge! Dodge! Dodge!’ until the modest soldier was obliged to rise and show himself to the assembled thousands. The applause was tremendous, and the scene which was there witnessed as the Western warrior with his ghastly wound, and the polished, silver-tongued orator of the East stood side by side before the excited multitude. A master of art like Mr. Everett could not fail at such a moment, and the climax was reached when Mr. Everett exclaimed with deep emotion and ringing tones, ‘Yes, Fellow Citizens,’ as he pointed his quivering finger at the brow of the hero. ‘Yes; and wearing upon his forehead honourable scars which he gained while imperilling his life in the defense of the Union.’ The audience was wild with emotion, and it was the most interesting and inspiring incident of the occasion.”

Concerning the terrible wound referred to, the ball evidently was from a sharp-shooter, and struck the forehead at the upper edge over the left eye, tore off a portion of the scalp, and then, passing backwards, tore a gutter two or more inches in length through the scalp. The skull was not fractured, though it received a severe stroke. While Dodge was convalescing Grant sent for him to visit him at City Point to consult with him as to the future campaign in the West and Southwest. Dodge had been considered as the leader of a column to Mobile, Alabama. As soon as he was again fit for duty, he reported to Sherman, as he wanted to take part in the March to the Sea. Sherman thought him too weak to endure the strain, and he had to give it up, though greatly disappointed. Lincoln assigned him to the command of the Department of Missouri. Our troops were demoralized, and the state overrun with guerillas and marauders. General Dodge brought order out of chaos. At Grant’s request he sent all his organized troops to Thomas at Nashville. Grant’s confidence in Dodge was unbounded and he could depend on his sending all he could spare. These troops helped Thomas gain the decisive victory at Nashville. Kansas and Utah were added to his command. States and territories were vast in extent. He compelled the Indians from the Red River of the North to the Red River of the South, to sue for peace. He received the surrender of Kirby Smith’s army of 4,000 in Missouri, and of General Jeff. Thompson with 8,000 men and officers, in Arkansas.



Those most competent to judge of his merit and patriotic service, among whom were war governors, our greatest generals, subordinate officers and privates in the armies which he commanded, from whose estimate there is no appeal, valued him among the greatest of commanders. Just a few of these:

Ex-Governor Noyes of Ohio, a maimed and noble veteran of the war, says, "We regard General Dodge as one of the best officers of the army; a man of great practical common sense, of distinguished gallantry, of a patriotic spirit and a military genius." General Sherman wrote, "General Dodge is one of the generals who actually fought throughout the war, with great honor and great skill. He rose to the command of a 'Corps d'Armee.'" General Sheridan spoke in like terms. Governor Kirkwood wrote, "He is emphatically a fighting man. There is not a more gallant soldier in the army, nor more worthy or capable." Senator Grimes said, "There are very few officers the equal, and none superior to G. M. Dodge. He has always been selected for the most responsible posts, and has always filled the highest expectations." Judge Dillon commends his faithfulness, his efficiency, his great experience, his sleepless vigilance, his unconquerable energy, and above all, his solid judgment and great practical talents." Major-General Oglesby said to President Lincoln, "I know of no officer more deserving of appointment as a Major-General, nor of any who seeks the honor less." And so we could go on with these heart-spoken comments.

In his youth he had prophesied the building of a railroad to the Pacific. Grant's first nominee for a Major-General's commission in the regular army was Dodge. He refused it, and, giving up a life of ease and the highest rank, he resigned from the army to build the Union Pacific Railroad. Fresh surveys were made and the reconnoissances and locations of his early days in 1853 and 1858 were confirmed. Iowa sent him to Congress, where his services were very valuable, but he refused a second term. From May, 1866 to May, 1869, his corps of engineers ran not less than 1,500 miles of instrumental lines, and made as many as 25,000 miles of reconnoissance, and we cannot realize what that means in that country and amid hostile Indians. Not only was General Dodge the chief engineer of the road, but he was also the agent and trustee to secure the right of way, to receive and dispose of the lands granted to the railway by the United States Government, and to lay out and locate towns and town sites along the route.



He knew how to treat the Indians, to gain their friendship and help. He dealt with them equitably, and never betrayed their confidence. He was charged with the delicate task of adjusting the relations between the two roads, the Central Pacific and the Union Pacific, and another victory was won in the brilliant and eventful career of this gifted son of old Danvers. Dodge's monument to posterity is not his record as a soldier, though the most brilliant, but his services to the nation in civil life.

When you take into consideration all the circumstances,—the building of the U. P. and C. P. R. R., the difficulty of obtaining material, the fact that the U. P. was built almost its entire length under picket line of the army, with the Indians hostile, with capital for such a great enterprise limited, and the U. P. laid in twelve months, 550 miles of track, and the C. P. over 400 miles, both companies laying their track from one end, one transporting its supplies from San Francisco, and the other from Omaha, the magnitude of the work will be realized. It was the original intention of the law in 1862 and 1864, that the U. P. should, in ten years, build to the California state line. It was built in four years, though up to the fall of 1867, the U. P. was limited to the amount of material that could be brought up the Missouri from St. Louis and St. Joseph in about three months of water transportation, and the season only gave eight months to utilize this material.

Sherman wrote to Dodge, "It is almost a miracle to grasp your proposition to build to Fort Sanders this year, but you have done so much, that I mistrust my own judgment and accept yours." This road was regarded as a solution of Indian affairs and the Mormon question. Here again is the proof that Dodge takes the first place in the "Winning of the West."

With unbounded courage, military skill and wonderful success crowning his leadership in one of the greatest wars, the path to the highest rank in the army, an easy life was open before him and political preferences of the highest. He resigned both to carry out his early plan to build a railroad from the Missouri, across the plains, over the Rocky Mountains, through a wild country infested by the enemies of the white man and civilization. With inadequate military protection and weak financial support, the Union Pacific Railroad was located and built in half the time allotted by the government. Considering the modern facilities, the protection, the resources and financial strength of the United States, the

building of the railroad over the Rocky Mountains in 1866-70 was a far more difficult feat than the building of the Panama Canal today. His life is an inspiration to us all, and Danvers should be proud to know she has nurtured a man who measures up to the highest in the nation. When General Dodge was in Congress, he was recognized as an authority on all great national questions. Great capitalists and railway magnates were speedily attracted to the bold and sagacious leader who had accomplished tasks in railway construction that had astonished the country. He declined the position of Secretary of War offered by General Grant in January, 1876, and the election of U. S. Senator from Iowa. Civic and military honors have been conferred upon him.

Sheridan said, "In remedying defects in the organization of transportation under General Curtis, I labored night and day. I was several times on the verge of personal conflict with irate regimental commanders; but Colonel G. M. Dodge so greatly sustained me, with General Curtis, by strong moral support and by such efficient details from his regiment, the Fourth Iowa Infantry, that I still bear him and it, great affection and lasting gratitude." Howard said, "There was no officer who could talk so freely and frankly with Sherman, as Dodge. One good reason for this was Dodge's courage, his calmness, and his equanimity, contagious no matter how trying the circumstances."

He also assisted in building a continuous line from Galveston, Texas, to Edmonton, Canada, a line as long as from the Atlantic to the Pacific. President Roosevelt stated, when the Panama Canal was to be constructed, that if General Dodge was ten years younger, he would give the entire control of the work to him. He was really the first to liberate the slaves and utilize them for the Union. When stationed at Rolla, Mo., in August, 1861, he ordered the slaves of men in the rebel army to be taken and used in the Union army.

At Pea Ridge, a log house was utilized as a hospital. When Dodge's line was changed, the hospital was left in charge of the hospital steward. When General Price of the rebel army came up, he asked the steward who those black-coated devils were. It was the 4th Iowa, Dodge's regiment. When the steward told him that there were only 600, he did not believe him. Price said no 600 could stand such attacks on it, and he paid the brigade a very high compliment. As Brigadier over Major-Generals and Brigadiers who out-ranked him, he asked to be relieved and placed in command according to his rank.

When he was convalescing, and after his visit to Danvers, he visited General Grant, before Petersburg, spending several days with him. As he took his departure, Grant suggested that he visit President Lincoln as he passed through Washington on his way to the West. He did so, and Mr. Lincoln asked his opinion of Grant and his plan of campaigns. Dodge commended Grant and the prospect of success. Mr. Lincoln assured him that he had relieved his mind of great care and anxiety.

Dodge's engineers were killed by the Indians, his graders killed and driven off, his stakes for miles pulled up, supplies destroyed, material and stations burned. Funds gave out and General Dodge went East to New York and the funds were supplied. The amount of track laid down by Casement Brothers averaged two miles per day. The best day's work was eight miles. Sherman wrote, "All honor to you, to Durant, to Jack and Dan Casement, to Reed and the thousand of brave fellows who have wrought out this glorious problem."

A battle incident.—The night after the two days' battle of "Pea Ridge," a trench was dug, the dead were laid in it, overcoats were thrown over them, and the detail thought their commanding officer should be present when the last good bye was spoken, the volley fired, the taps sounded. A young soldier was sent with a lantern to guide Colonel Dodge through the woods to the burial. As the earth was shoveled in, the lad said to Colonel Dodge, "Colonel, my Captain lies there, and no better captain ever lived."

"General Dodge's career has been one succession of victories,—victories achieved because he has always had the courage of his convictions, has felt that his position has been a correct one, and because he has had the determination and the loyalty to continue in the conflict until he brought it to a successful termination. Such has been his course in business as well as in military life. His projects have been so vast and of such far-reaching effect, that the opposition of many conservative men has been aroused through selfish or personal reasons. Such opposition has been to him the call to battle, and in no instance of his entire life has he ever been known to lower his colors or swerve in his loyalty. No one has ever questioned the honesty of his intent or purpose, and he stands today among the great men of the nation, by reason of the fact that his life has been one of signal usefulness to his fellow men." A man true to his work, merciful to those under him, temperate, God-fearing, and hating nothing so much as

idleness. Let us place his name on our roll of honor, study his life, and set it before our children as an ideal for inspiration to lives of usefulness, however humble be our station.

Upon reviewing my four years and three months' field service during the war for the Union, and in these later days reading the histories of our commanders, there are three names that seem to stand in the highest place as ideals for ourselves and our youth, because of their exalted patriotism, ability, statesmanship and success. Their modest worth is comparatively but little known. The days of patriotic service are not passed. It may be we are entering another critical period of our national life, and well would it be if we could have for leaders such men as George H. Thomas, the Virginian, David G. Farragut of Tennessee, and Grenville M. Dodge of Massachusetts, all Christian gentlemen.

#### BILLS FOR TEACHING IN THE OLDEN TIME.

Danvers, August 28th, 1824.

Mrs. Cutler

to E. Hutchinson—Dr.

to the tuition of John 11 Wks. at 12½ cents. pr. wk. . . \$1.37  
Rent 6 cts.

Received Payt.

E. Hutchinson.

W cutler to L. Hayward Dr. fer Schooling year Son 6 weeks	
at 9 cents per week	54
House rent	6
Decem 13 1811 received payment L. Hayward	60



## FAMOUS WASHINGTON PORTRAIT.

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PRESENTED TO THIS SOCIETY, MARCH 21, 1892, BY  
DESCENDANTS OF MARTHA ANN PROCTER NICHOLS.

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Among the valuable portraits in the possession of this Society, is the picture of George Washington, to which Senator Benjamin Goodhue of Salem certified: "This was done in New York, 1790, and is acknowledged by all to be a very strong likeness." The story given at its presentation is as follows:

Benjamin Goodhue, Esq., was born in Salem, October 1, 1748, graduated from Harvard in 1766, was State Senator, 1784-1789, member of Congress, 1789-1791 and United States Senator, 1796-1800. He died in Salem, July 28, 1814. Mr. Goodhue was instrumental in having George Washington sit for a portrait to St. Memin\* in New York in 1790, Gen. Washington being then fifty-nine years of age. The result was a small picture in India ink.† This picture was made for the purpose of having Samuel McIntire, the noted Salem architect, carve a head of Washington to be placed on the top of the arch on south side of Newbury street, which had, in 1789, after the President's visit to Salem, been named Washington Square. This figure is now in the old Town House in Salem. The portrait descended from Mr. Goodhue to his nephew, Robert Procter, and from him to his daughter, Martha Ann Procter, wife of David Nichols. In 1862, photographer David W. Bowdoin made a large copy in crayon of the India ink portrait for Mr. Nichols, which the latter exhibited in Washington about that time. It was then said by many

\* Fevret de Saint Memin (1770-1852) a French nobleman, came to this country after the Revolution and became a popular portrait artist in New York.

† Dr. Bentley's Diary names a different person as the artist: "Dec. 15, 1790. Received from Hon. Goodhue an etching of Gen. Washington with a very polite note, desiring my acceptance. I replied that I hoped it would maintain the remembrance of the integrity & merit of the Representative of Essex. It was performed by a Son of the celebrated Mrs. Wright, remarkable for her wax-work."





THE WASHINGTON PORTRAIT.  
Drawn in 1790.



THE MCINTIRE WASHINGTON.  
From a medallion in wood, cut by Samuel McIntire to decorate the western gate  
of Salem Common.



who had seen the first President to be a very strong likeness.

For further corroboration, Mr. Nichols wrote to Josiah Quincy, asking for a statement from him in regard to it. Mr. Quincy, who was then ninety years of age, replied as follows, the original letter also being now in possession of this Society:

David Nichols, Esq.,

Sir:

The portrait of Washington certified by Benjamin Goodhue, Esq., on which you ask my opinion certainly satisfies my recollections of him as he appeared in 1789 and 1790, when he visited Boston. At that time I saw him twice or thrice & afterwards several times in 1795. The certificate of Mr. Goodhue is also almost conclusive, in my mind, for he was the last man who would sign such a certificate lightly. The common likeness of Washington like those of Stuart, which were painted subsequently to 1789, give a false expression to his mouth, owing to his having at this period false teeth, the dentists of that day having not the skill to conceal their work like those of the present time. I regard the portrait in your possession as quite valuable, and if, as you state, it was a sketch of St. Memin, it has great pretension to correctness. I well knew that artist. He had great merit & if it be from his hand, its correctness may be depended upon & is worthy of preservation.

Yrs. Respectfy,

JOSIAH QUINCY. /

Boston, 18 Dec., 1862.

## PAY GRANTED A SOLDIER AT THE CONCORD FIGHT.

Danvers, April 17, 1776.

Colo Page, Sr:—

Pleas to Pay to Samuel Baker the Wagers Du to me on your Role for the serves Du in Concord fight in April 19, 1775 and you will oblige your Humbell Servent

Richd Skidmore.

Endorsed on the back:

"Reed of the withen Order 3 Shillings & 7 Pence In full  
pr me

Saml Bacon

## OLD SHIPMASTERS AND SEAMEN OF DANVERS.

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MATERIAL GATHERED AT A MEETING OF THIS SOCIETY,

FEB. 7, 1893.

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A comprehensive history of the early maritime life of Danvers is yet to be written, the days of shipbuilding and commerce and of the adventures of the old shipmasters, seamen and fishermen. What follows may be regarded as a contribution to such a work, made at one of the many informal meetings of this Society, and preserved for the future historian.

CAPT. JAMES A. JOHNSON.

The following account was compiled from his private journal by Frank C. Damon:

James Albert Johnson, son of Henry, (William,<sup>3</sup> Thomas,<sup>2</sup> John<sup>1</sup>) was a descendant of John Johnson (born in 1690, died in 1747), who settled in Marblehead in 1716, probably coming over from England in a man-of-war, with his brothers, George and Richard. James was born in Salem, March 19, 1841, being the youngest of six children. His mother was Mehitable, daughter of Captain Jeremiah and Mehitable Putnam, who married Henry Johnson, Nov. 26, 1820. When young Johnson was four years old, his father moved to Danversport to the house now owned by Charles Warren.\* This was the family homestead until the death of the mother in 1878. The children were: William Henry, b. 1822; Sarah Elizabeth, b. 1825, d. 1825; Charles Putnam, b. 1829, d. 1870; Caroline Louisa, b. 1834; Henrietta, b. 1837, d. 1866; and James Albert, b. 1841, d. 1885.

The Johnsons were a sea faring family, the father of the subject of this sketch being a master mariner, and many others among his ancestors back through the third, second, and first generations are shown by the family record to have been followers of the sea, nearly all of them having been master mariners.

In the twenty-two years in which he followed the sea, 1860 to 1882, Captain Johnson made in all sixteen voyages,

\* No. 125 High street, now owned by Hans Svenson.

counting a three years' trip to Valparaiso, Queenstown and Hamburg, back to Valparaiso and then Boston, as one voyage. All his other voyages were to Valparaiso and other ports on the west coast of South America and return, occupying from ten to twelve months each. He made one voyage before the mast, one as second mate, five as first mate, and nine as master. Briefly stated, the vessels in which he sailed were as follows: The ship *Cyclone*, before the mast, 1860; the ship *Harriet Erving*, as second mate, 1862; the bark *Webfoot*, ship *San Carlos*, ship *Sunbeam*, and bark *Damon*, 1862-1869, as first mate; and the ships *San Carlos*, *Magellan* and *Independence*, 1871-1882, as master. Captain Johnson's life on the sea was remarkably free from accident and incident. He was known as a very careful ship master, which probably accounts for this. He made thirty-five passages around stormy Cape Horn without mishap—a remarkable record. His journal shows that he encountered his share of foul weather, but the anchor chain always held when his ship was in the harbor, and skillful hands kept her easy during the gales at sea. Of shipwreck his journal bears not a single mark to denote even its remote approach. Once while the *San Carlos* was being towed out of the harbor of Lota, the lines parted and she drifted on the rocks. The damage was slight and she proceeded under sail. At one time one of two mutinous sailors stabbed him in the arm with a stiletto. It penetrated flesh and clothing into his side, completely pinioning the member, but inflicting no lasting injury. These two occurrences were the only approaches to romance during his career. But there was a sad tinge of romance and an awful reminder of the dangers of the sea in the end of the gallant ship *Magellan*, which he commanded so long and so successfully. In 1891, remnants of her dismantled hulk were found floating in mid-ocean, showing that she had been a victim of collision or gale, no one knows just what, for of those who departed in her upon the fateful voyage, not one returned to tell the sad story. Of his other vessels, the *Independence* is the only one now in active service. Oil paintings of the *San Carlos*, *Magellan* and *Independence* are in possession of his family today, and are highly prized heirlooms.

Captain Johnson was not at home long enough to become connected with any local institutions, although he joined the Masons and was a member of the Boston Marine Society. His period of service on the sea covered the civil war in the United States, and also the Peruvian-Chillian war in South



America. April 5, 1879, when the Chillian fleet blockaded Iquiqui harbor, Peru, the Magellan, Captain Johnson, was in the harbor. He was ordered to get out within ten days, and did so.

The choice between a mercantile and a sea-faring life being left to his own decision, James, then in Cincinnati, chose the latter, came home and shipped before the mast on the ship Cyclone, Boston to Batavia, July 3, 1860. He was then nineteen years old, and having had the advantages of a good education in the schools of Danvers, including a partial course at the high school, soon acquired from observation and study, a fair knowledge of his chosen calling. Two years after his first shipment, or to be more exact, on August 8, 1862, he joined the ship Harriet Erving, Goddard & Thompson, Agents, Boston, as second mate, and his journal which he methodically kept from this time until forced by sickness to leave the sea, twenty years later, details the receipt of \$60 or two months' advance salary, his first earnings as a ship's officer. Robert Manning of Salem, was master of the Erving, and W. H. Archer of Salem, first mate. The voyage was to Buenos Ayres, Valparaiso, Tongry and New York. Under date of Dec. 28, 1862, he says, "aboard the Magellan to see Warren Porter and George Cook." He arrived home May 27, 1863. This was his first and only voyage as second mate.

He joined the bark Webfoot, Bela A. Humphrey, master, as first officer, and sailed from New York August 11, 1864, for Callas, Valparaiso, Iquiqui, and back to New York, arriving home August 12, 1865. He next joined the ship San Carlos, of which he subsequently became master. Captain John W. Strout was then master, he was first officer, and Thomas W. Hamilton, second officer. This was March 29, 1866. On March 30, the ship sailed from Boston to St. Johns' thence to Bristol, England, thence to Valparaiso, to Caldera, to Talcahuano, to Tomi, to Boston, arriving home March 16, 1867, after a voyage of eleven months and eighteen days. He remained at home but ten days, joining the ship Sunbeam March 25, as first officer. John Chadwick was master, William Reynolds, second officer, and Charles Graff, third officer. The Sunbeam sailed from Boston, April 4, for Valparaiso, and other ports on the west coast of South America. This voyage lasted eight months and twenty days, the ship hauling up at Lewis' Wharf on the return Dec. 24, 1867. March 16, 1868, he again shipped on the Sunbeam as first mate, sailing from Boston this time for Swansea, Liverpool, and thence

back to Boston, where he arrived July 11. This was his shortest voyage. The bark Damon was the next vessel which he joined. Charles Wilkins of Salem was master, and Johnson was first officer. The bark sailed Sept. 11, 1868 from New York, for Buenos Ayres and returned the following April. He arrived home in Danvers, April 11, 1869.

In May, 1871, then but thirty years of age, he was selected by Hemenway & Brown, in whose service he continued until his death, to take command of the ship San Carlos. He sailed from Boston June 2, 1871, on his first voyage as master, going to Valparaiso. His journal for these years is missing, but he must have returned in the customary time, for on his next voyage he left Boston as master of the San Carlos, July 16, 1872, going again to Valparaiso. The next trip also in command of the San Carlos, was begun June 27, 1873, at Boston. He returned April 2, 1874.

The next voyage was the longest which he ever made. He sailed in the San Carlos from Boston, May 24, 1874 for Valparaiso, intending to be gone about the usual time, ten months. It was over three years before he saw home again, however, the ship being ordered from Valparaiso to Caldera and Iquiqui, thence to Queenstown, thence to Hamburg, back to Shields, thence to Caldera, Lota and Valparaiso in South America. It was April 11, 1876, when he reached Valparaiso, on the return. On his second arrival at Valparaiso the San Carlos was withdrawn from the trade owing to the fact that the firm had built two steamers for the work. The ship was dismantled and used as a store ship. Captain Johnson was appointed Marine Superintendent of Valparaiso Bay. He remained in Valparaiso about nine months, when the new ship, Magellan, belonging to his firm arrived, with the master, Captain Henry, suffering from a paralytic shock. He was unable to return with the vessel, and Captain Johnson was placed in command, sailing her home, where he arrived August 13, 1877, after an absence of three years and three months.

He sailed again on another voyage to South America in command of the Magellan, Nov. 16, 1877, making the usual trip to South America and return in ten months and four days, returning Sept. 20, 1878. Within a month from his return, his journal shows him to have been again on the deep, again in command of the Magellan, and again bound for the west coast of South America. He was gone this time eleven months and thirteen days arriving home Sept. 28, 1879. It

had been nearly six years since he had spent much time with his family, and as the ship *Independence* of the same firm, happened to be in port at the same time and would not sail until some time later than the *Magellan*, he succeeded in making an exchange with Captain Strout. By this means he secured about four months at home, and sailed again as master of the *Independence* January 15, 1880, again for Valparaiso, returned November 10, of the same year after a voyage of nine months and twenty-six days. On December 31, 1880, he sailed again from Boston in the *Independence* for Valparaiso, returning October 8, 1881, after an absence of nine months and eight days.

What proved to be his last voyage was begun in the *Independence*, December 2, 1881. He was not feeling well when he sailed and on February 23, 1882 his journal shows that he was taken very ill. His vessel arrived in Valparaiso March 4, 1882. He was again taken ill, and on March 20 went to the British Naval Hospital, where he remained forty-two days. He came home to Danvers via steamer and the Isthmus of Panama, arriving June 17. He was obliged to give up the *Independence* to First Officer, Henry Harris, under about the same conditions as he himself took the *Magellan* from Captain Henry, four years previously. His first trouble for which he was treated in the hospital at Valparaiso was a series of abscesses at the base of the brain. On reaching home he was afflicted with what seemed to be progressive paralysis. It first affected his lower limbs, and rendered him an invalid for three years. He died March 16, 1885.

It was a singular coincidence, if nothing else, that five ship masters in the employ of Hemenway & Brown, in the South American trade, should have sickened and died in precisely the same manner. Captain Henry, whom Captain Johnson succeeded on the *Magellan*, was the first, Captain Johnson, himself was the second, his successor, Captain Harris, the third, Captain Strout, the fourth, and Captain Paritt, the fifth. Each was stricken with paralysis of the lower limbs, and lingered along several years as an invalid before death came. The accepted theory was that the nitrate of soda, which the vessels carried in immense quantities from Valparaiso to Boston, had something to do with these strange fatalities.

ISRAEL ENDICOTT AND WILLIAM ENDICOTT.

Mrs. L. Marion Hyde contributed the following:

"Although there were many shipmasters in the family, my

grandfather, Israel Endicott, was no sailor. But we were surrounded by a good many sailors and shipmasters. On one side was the Johnson family, with many sons, nearly all sailors, and on the other side was Captain Thomas Putnam, who had many sons sailors, their father also being a shipmaster. So, of course, my father being intimate with all the boys, wanted to go to sea, but Grandfather was very much opposed to it. At the age of fifteen, however, he got a chance to go on the ship *China*, owned by Captain Joseph Peabody and commanded by Hiram Putnam. Mr. Putnam was a scholar and a gentleman, and Captain Peabody was very fond of him, and took great pride in him as a captain.

"My father's only brother, Israel Endicott, had gone to sea before. I have no account of just where he went. He went to Russia and must have gone to China. We have a jar at home that Grandmother said Uncle Israel brought home with preserved fruit. On how many voyages he went I do not know, but I do not think he went after he was married. One of the conditions of the boys' going to sea was that they should have room for two barrels, and they could carry in them whatever they pleased. My grandfather had some time been engaged in the shoe business and having sold out to a man who had not paid him, my father filled the two barrels with shoes.

"The vessel was loaded with almost everything this country produced, and a good deal of flour and canned fruit. They intended to go to Calcutta, but the voyage was changed for some reason, and they went to South America. There they got a cargo of copper and carried it to the east coast of Asia. They were in Manilla, and around China. While on the voyage they found that vessels were going to the South Sea Islands to get *beche-de-mer* for which they found a ready sale. The first officer of the ship *China* was a man named Archer, and he thought it would be a good plan to fit out a vessel and go there and get this *beche-de-mer* and go to China where people liked this kind of food, exchange for Chinese goods, and then come back to the United States. They went on the ship *Glide*. A man named Balch was the first mate and my father was third. They started and were wrecked. Two officers of the *Glide* were killed by natives\* while some of the men were getting wood for anchors, but they managed to get the bodies and bring them aboard the ship.

"The *China* was gone three years, and my father never heard a word from home, as his letters all went to Calcutta.

\* See "The Wreck of the *Glide*," Boston, 1846.



He said it was a very prosperous and successful voyage in every way. They traded considerably, and his share of the profits with the two barrels of shoes was \$600 for the three years. On his arrival home, when outside of Beverly Bridge, having heard that the China was in sight, my uncle went down to meet him. Father handed him his bag of \$600. When Grandfather heard that he had returned he took a horse and went to Salem to bring him home."

WILLIAM J. C. KENNEY.

On April 20, 1830, sailed out of Salem on the ship *Mandarin* of Salem, owned by Pickering Dodge, with Captain Cook, Salem, Asa Lamson, Salem, first mate, Israel Porter, Danvers, second mate, W. J. C. Kenney, carpenter and ordinary seaman. Sailed to East Indies for cargo of black pepper, landed on coast of Sumatra, could not obtain the pepper there, so sailed down the coast of Pedang, not being successful there went to Calcutta to get goat skins. Had to be towed up river Ganges from Sand Head to Calcutta, a distance of 200 miles, by natives in row boats, taking six days for the journey. As soon as the sun set, anchored for the night. Stayed in Calcutta three weeks. One day while there, when all were at dinner except the second mate, fifty Malays went on board. The mate shouted for the carpenter to tear away the boards where a very cross pig was kept, which he did. The pig then chased the Malays off the ship, some jumping into the water and swimming ashore, others getting into their boats, the pig jumped overboard, swam ashore and they never saw him more.

At this place the ship *Friendship* of Salem was cut out, Captain Charles Wilkins, and was retaken by brig, Governor Endicott. Captain Andrew Putnam of Danvers was a seaman on board the Governor Endicott. Left Calcutta and dropped back with anchor on bottom to Sand Head in three days, then sailed direct to Salem, where they arrived in one hundred and seventy-five days, having been gone sixteen months. They were thirty-five days doubling the Cape of Good Hope.

During a very heavy gale of wind in the Southern Pacific Ocean, a sprical yard was carried away. While repairing it, Mr. Kenney fell overboard, when the ship was going at a rapid rate and by the time he knew where he was, the ship was some distance away. A boat was lowered and four men and the second mate went to his rescue, and it was an hour and three quarters before they could get to him. In the meantime



he was treading water. He felt as well as ever until he got on board ship, and soon saw a shark caught twelve feet in length. On their voyage home, each had an allowance of a half pint of water for every twenty-four hours for three weeks.

His second trip was on the brig Laurel of Boston, Captain Francis, Boston. Sailed from Salem in August, 1831, as carpenter and second mate, direct to Antwerp, and from Antwerp to St. Ubes, where they took in a cargo of salt. From St. Ubes they sailed to Monte Video, South America, remained there six days, when they had orders to proceed up the river to Buenos Ayres. They were there two weeks, taking in a cargo of salted and dry hides. At this place they were anchored in the outer roads, eight or nine miles from shore. They went ashore every day for provisions. One morning Mr. Kenney and four men went as usual, and after procuring what they needed started at 9 A. M. to return to the ship. They were caught in a pompad and driven down the river twenty miles without knowing where they were. Their provisions were thrown overboard, and they were obliged to go without food until they arrived back at the inner roads at four o'clock the next morning. Out of the seven boats that left the shore in company with them, theirs was the only one that ever returned. The passage was made from Buenos Ayres to New York in sixty-five days, after a nine months' voyage.

His next voyage was on the brig Romp, with Captain Joseph Dewing of Salem. He sailed from Salem to Point Petre, Isle of Guadeloupe, took in a cargo of molasses, and then returned to Salem, making a voyage of three months. The Romp was a small brig, having four men before the mast; one was James Coffin of Danversport, the other two of Salem, all young and capable.

The fourth voyage was in the ship Albion of New York, built in Newburyport and the first voyage out, Captain Nathaniel Putnam of Danvers. Jonathan Smith of Danversport and Beverly, a schoolmate of Mr. Kenney's, was first mate, and Mr. Green of Beverly, second mate. Mr. Kenney, carpenter, and lived aft. He went from Danvers to Newburyport in a stage in December, 1833, when it was very cold, and sailed from Newburyport to Mobile, Alabama, where they took in a cargo of cotton. They sailed from there to Liverpool, discharged, and took in a general cargo at King's Dock, staying there three weeks. They had 180 passengers of all grades and descriptions for New York. They were seventy days

from Liverpool to New York, arriving home the last of July, 1834.

#### HENRY, JAMES AND WILLIAM ENDICOTT.

James B. Curwen of Salem wrote:

"As to James B. Endicott, I believe he went to China as an officer of the ship *Mandarin*. The ship was wrecked near Java. James went to China and was for many years captain of a receiving ship stationed at Cuen Sing Moon. Afterward he was in and at the head of the house of Thomas Hunt & Co. at Hong Kong. He came home for a visit, arrived at Salem, August 6, 1862, having been absent twenty-six years. He was forty-seven years old that day. He married at Hong Kong, Sarah Russell, an English lady, and they had three children, Robert Russell, William and Lucy. William died in New York, Russell is in China and Lucy married a barrister in London. William went to China in the Schooner *Zephyr* from Boston, Captain Thomas Johnson, and was employed several years on vessels in the coastwise trade in China, afterward he was master of a receiving ship at Woosung, belonging to Aug. Heard & Company. He died suddenly in Salem, on July 3, 1892. Henry, brother of James and William, was lost overboard on a passage to Rio de Janeiro. George and John, older half brothers, both died at New York as did also their sister, Maria, widow of John Gardner."

#### CAPTAIN PHILEMON PUTNAM.

Miss Caroline I. Putnam, his daughter, wrote as follows:\*

"The earliest date we have found of his voyages is January 31, 1817, on the brig *Dawn*, Nathan Endicott, master, at Havana, from Boston. I think at this time he was supercargo.

"Havana, June 22, 1819. Invoice of sugar, shipped by James Drake & Company, on board the brig *Cambrian*, Andrew Haraden, master, for Salem, by his order for account and risk of Mr. Philemon Putnam.

"St. Petersburg, Aug. 21, 1820. Ship *Janus*, Captain Henry G. Bridges, bound for Salem.

"Havana, June 15, 1820. Tales of adventures received for ship *Janus* by order of Captain H. G. Bridges, for account of Mr. Philemon Putnam.

\* See also Massey's "History of Freemasonry in Danvers," p. 475.

"There is a paper dated Batavia, September 20, 1821, accounts of Philemon Putnam with John Endicott."

"Paris, July 15, 1825. Disbursements and port charges of Schooner Cepheus, Philemon Putnam, master.

"He was master of the brig Alonsa, and also the brig Andes. He went to sea in different capacities for about fifteen years. He must have begun as early as 1814, as he gave up going in 1828 or 29."

Captain Hiram Putnam, brother of Philemon, was born in Danvers, January 30, 1786. In 1802, then sixteen years of age, he commenced going to sea and followed it for twenty-five years. He was master for fifteen years, navigated to Europe, China, India, and the Pacific Ocean, and sailed round the world twice.

In 1829 he gave up the sea and settled in Syacuse, where he died in 1874. In July, 1816, he married Elizabeth Osgood, daughter of Dr. George Osgood of Andover. He had five children. He was one of the most influential citizens of Syracuse and was much beloved and respected.

#### CAPTAIN HENRY JOHNSON.

William Henry Johnson, of Boston, his son, wrote as follows:

"Captain Henry Johnson was born in Danvers, October, 1793, his father going there from Marblehead, but his mother's ancestors were among the earliest settlers of Danvers. When about twelve years of age he sailed as a cabin boy on board the ship Augustus, commanded by Captain Thomas Cheever of Danvers, and I think made several voyages in that ship. About the commencement of the war with Great Britain in 1812, he was a seaman on board the ship Glide. She arrived off Salem, but was ordered to Archangel in Russia. He continued on board, and on her arrival in Russia the ship was dismantled and laid up during the war. In order to reach home he sailed on a Russian ship bound for Lisbon. On the passage she put into Cork, for a harbor, and on anchoring was boarded by an officer from an English frigate, who claimed him as a subject of Great Britain. To avoid serving on board the frigate, he gave himself up as a prisoner of war, and was put on board a prison ship where he remained about a year. He was then transferred to Dartmoor prison, where he passed the two following years, celebrating his twenty-first birthday while there.

"When peace was declared, he was released and being furnished with funds by the agents in London of the owners of the *Glide*, he proceeded to Archangel, joined the ship again and returned in her to Salem, after an absence of about four years. After that nothing worth relating occurred. He was never shipwrecked, but on one of his voyages the vessel under his command was dismantled on the Bahama Banks. One remarkable feature in his life at sea of over forty years, his voyages were all made in vessels owned by one man, Joseph Peabody, of Salem, and that he never crossed the equator, probably a parallel case to this could not be found. His last voyage was made in 1843, and the next year he removed from Salem, where his family had resided since his marriage, to Danvers. He died in March, 1864."

#### CAPTAIN ISRAEL P. PORTER.

Israel Putnam Porter was born in Salem, February 22, 1805 and died December 28, 1847, on the passage from Canton to New York, on board the ship *Horsburg* of Boston, of which he was master. He married, November 15th, 1831, Cynthia O. Johnson of Danvers, who died February 23, 1837. A daughter was born to them who lived about twelve years. He married September 20, 1841, Martha Jane Tucker of Salem, who survived him nearly ten years, and they had no children. He was apprenticed to his uncle Zerubbabel after leaving school during his minority, at the expiration of which time he immediately started out to obtain an opportunity to go to sea, which he soon secured and worked his way up to the command of several fine ships. He was a dignified and thorough disciplinarian when on board ship, but at home genial and full of vivacity. He made numerous voyages to China and invariably brought home among other curios a great many fire crackers, with which every boy in the neighborhood was abundantly supplied, and kept up a fusillade as long as they lasted. He would explode them in the fireplace while entertaining a room full of guests, enjoying greatly their consternation. He disliked a scene at leave-taking. He was so considerate of the feelings of the ladies in the family and so disliking to witness their grief at his departure on a voyage, that he would leave home in the morning as though he was intending to return at night, but before that time he would be far out to sea. He was a man well known in this vicinity and highly respected at home and abroad.



Among other seafaring men of Danvers were Captain Stephen Wilkins, Captain Charles Rhoades, Captain Andrew M. Putnam, Captain Horace B. Putnam, Captain Seth Richardson, and his sons Captain Edward and Captain Abel, Captain Thomas Cheever, Captain Benjamin Porter, Captain Nathaniel Putnam, Captain Frank Putnam, Captain Lewis Endicott, Captain George Putnam, Captain George Johnson, Captain Thomas Johnson and Henry Fowler.

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### AID FOR SOLDIERS' FAMILIES IN 1861.

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FROM THE ORIGINAL PAPER IN POSSESSION OF THIS SOCIETY.

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The following Danvers persons subscribed to a fund for the support "of the families of such citizens of Danvers, as should volunteer and be called into the service of the Army of the United States," in 1861: E. D. Kimball, \$150; D. Richards, Alfred Trask, Wm. A. Lander, Gilbert Tapley, \$100 each; Wm. L. Weston, A. M. Putnam, J. R. Langley, S. P. Fowler, J. A. Putnam, Martha P. Putnam, Nathan Tapley, Stephen Wilkins, \$50 each; Francis Peabody, Jr., Susan H. Putnam, Mary Page, \$30 each; Eben Hunt, Alfred Fellows, Frederick Perley, Calvin Putnam, Levi Merrill, I. H. Putnam, Charles P. Preston, S. W. Spalding, A. P. Perley & Co., J. C. Butler, Ira P. Pope, James A. Putnam, Stephen Driver, Zephaniah Pope, George B. Martin, G. A. Tapley, C. H. Gould, N. Boardman, Betsey Putnam, Daniel F. Putnam, Alfred M. Putnam, John A. Sears, Emeline P. Black, \$25 each; Nathaniel Hills, James Fletcher, N. B. Pedrick, Clara P. DuBois, Joseph W. Ropes, N. P. Merriam, Charles Lawrence, H. W. S. Cleveland, \$20 each. The following subscribed from \$1 to \$15 each: Samuel Preston, M. Witham, Thomas Barnett, Beverly S. Moulton, James Pike, David S. Shattuck, M. H. Hale, Joel Wilkins, A. A. Putnam, Daniel A. Marshall, Luke Quinn, Revel Pray, Nathaniel Bragdon, Daniel Usher, James Barnett, D. Doherty, N. Turner, J. Trask, B. Henderson, Nathaniel Batson, M. B. Brigham, J. W. Tapley, Mrs. Mary P. Hunt, Lizzie Hunt, E. W. Eaton, William Dodge, Jr., F. P. Putnam, J. F. Pope, S. Wallis,



J. M. Perry, Joseph Verry, John Kimball, James A. Hook, Nathaniel Bodge, Jasper Pope, Nathaniel Pope, Israel Fuller, Amos A. Pope, Augustus Mudge, Moses Brown, Thomas E. Smith, P. Putnam, John Ahern, Gustavus Putnam, E. S. Hunt, W. B. Peart, H. F. Putnam, J. C. Shaw, E. B. Waitt, Charles H. Adams, E. M. Magoon, Amos Brown, David Phippen, Elias E. Porter, John Bradstreet, Mr. Richardson, Daniel Goodhue, Daniel Goodhue, Jr., Mrs. Samuel Putnam, Elisha Hooper, Richard E. Sanger, Daniel J. Preston, Charles W. Hale, William Kimball, Jacob A. White, Samuel S. Knight, Green P. Perley, Wm. Stimpson, Peter Putnam, Francis Dodge, Daniel Towne, B. S. Newhall, S. B. Swan, Andrew Verry, Susanna Putnam, S. Brown, John Preston, Andrew Nichols, John Nichols, Edward Wyatt, Sarah Merriam, A. B. Bradstreet, Henry Verry, John M. Putnam, William H. Walcott, Sarah Shillaber, W. J. C. Kenney, J. Witham, S. Putnam. The total amount raised was \$2,363.25.

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#### CHAISE TAX, 1798.

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THIS is to certify, that Aaron Putnam of the Town of Danvers, in the County of Essex and District of Massachusetts, hath paid the duty of Three dollars upon a two wheel carriage, called a Chaise, owned by him, having Wooden Springs with standing top, to be drawn by one horse, for the conveyance of Two persons; for the year to end on the 30th of September, 1799.

Geo. Osborn, Collector of the Revenue,  
8th Division, Survey, No. 2.

Massachusetts.

Salem, Octob. 2, 1798.

## THE OLD DYSON ROAD.

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BY ANDREW NICHOLS.

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READ AT A MEETING OF THE SOCIETY, JANUARY 3, 1893.

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This plan\* is a portion of the old "Dyson Road" from the plan made by General Gideon Foster in August, 1809, on which were shown some of the old routes or roads from the Court House in Salem to what is now Middleton Square, at that time, Esty's Tavern. The new route was laid out, in part, over old ways which were widened and some dozen or fifteen new locations under the petition of John Dyson† and 66 other residents of Salem, Beverly, Danvers and Middleton, to the Court of Sessions on the first Tuesday of December, 1808, and by adjournment to the March Term, 1811. "The petition Humbly sheweth that a road or public highway four rods wide, beginning near the South Meeting House in Beverly at Groves Hollow, so called, at the easterly corner of land belonging to the heirs of John Baker, deceased, thence to the old road near the mill of Thomas Davis, Esq., thence by or near the old road to the southerly corner of land late of Joseph Wood, Esq., and Morris Nash, to the old road, thence athwart the old road & over land of Lucy Woodbury and Benjamin Beckford southerly of Creasy's Hill so called to the old road by the house late Josiah Batchelder's deceased, thence by or near the old road to the commencement of a new road in the land of William Burley, Esq. [at Liberty street] thence by the most direct course to the country road [old Ipswich road] near First fish brook, so called, thence by said road to the Eastern corner of land of William Burley,

\* Copies of old plans from the County Commissioners' office in Salem were produced and explanations made.

† John Dyson was a merchant in Beverly, whose homestead was on the easterly side of Cabot street and opposite this Dyson road, now Elliott street, and who at one time owned a two hundred acre farm in Andover, the old homestead of Samuel Fiealds, bounded by Capt. Wells by Phillips, Holt, Baley & Dean. He married Elizabeth, daughter of Thomas and Ann Stephens, and at the time of his death left three sons and five married and one unmarried daughter.

Esq., thence through the land of said Burley to the road on the southerly side of Lyndall Hill, so called, then by the most direct and convenient course to the Essex Turnpike, near Esty's Tavern in Middleton, is of public convenience and necessity."

Under the above petition the road was laid out and the following owners in Danvers were awarded the sums against their names at the March term of Court in 1811: William Burley Estate, \$620.50. Allen Peabody, \$3; he had a small lot adjoining Andrew Batchelder, who was awarded \$1.75, both a part of the Calvin Putnam Homestead. Ezra Batchelder, \$102.68, who then owned the house on the westerly side of the Topsfield road, now Locust street, that Elizabeth Porter, widow, and executrix of John Porter of Boston, mariner, conveyed to Timothy Lindall of Boston, gentleman, by deed dated 11 July 1715, the house\* being the one removed by George W. Fiske when the present house was built. To Samuel Putnam, Esq., \$16.38; he owned the low ground later owned by Elnathan Dodge. To Daniel Towne and Jonathan Perry, \$145; they owned the house built by Israel Porter and sold by Samuel Williams of Salem, mariner, and wife Sarah, who, I think, was a daughter of said Porter, by deed dated 5th of May 1763 to Archelaus and Enoch Putnam, "All that farm known by the name of Israel Porter's Farm, containing about 80 acres with buildings." Daniel Towne, with wife Hetta to dower, sold by deed, dated the 27th of January 1813, to Benjamin Willington and Jonathan Perry, and James O. Perry and the other heirs of Horatio Perry by deed dated the 12th of February, 1890, conveyed to Benjamin Willington Perry, 2d, the present owner. The next award was to Levi Hayward's heirs, \$165.35, and to Mary Whipple, one cent. This was from Whipple's Brook, straight up the hill, the present junction of Maple with Pine street, the old route being by Vineyard street to the Pound, then on Pine street. The old Matthew Whipple house that stood in the way, just in front of Joseph White's house, was removed, and did Mary Whipple lose her birthright for less than a "mess of pottage."

James A. Putnam was awarded \$52.50 and Nathan Peirce, \$126.37. They owned all the land on the north and north-easterly side of Maple street, from Pine to Nichols streets. On Mr. Peirce's land, opposite the house of Daniel Cahill, was a small one story cottage, the home of Lemuel Winchester,

\* The westerly half of this house was sold by Ezra Batchelder, clock maker, to Samuel Flint, 2 Aug., 1830.

the father of Mr. Wentworth Winchester of Andover street in Peabody, who lived to be 100 years of age, a Revolutionary soldier. As a boy, I remember seeing him sitting in the sun on a long bench attached to the southerly end of the cottage. This cottage was removed when Caleb Brown and Horace Straw built the double house just to the north of it, owned by Carroll & McKeigue.\* In the corner between Maple and Nichols street, the one story gambrel roof cottage built by William Putnam, a brother of General Israel, owned in 1811 by Widow Ruth Dwinel and son David, to whom were awarded \$32.70. Joseph Dwinel, the father, had a cooper's shop on the opposite side of Nichols street, which he sold to Joseph Very, who made a dwelling house of it.† Joseph Very was awarded \$50.00.

The next to be awarded was to Joseph and Caleb Prince‡ \$11.95. They owned the land where the Beaver Brook or Ferncroft Station stands, which at the time of the location of the Essex Railroad, was owned by Abel and Charles Lawrence. Next was Deacon Joseph Putnam, .75 who owned the Guilford house and land. Major Andrew Nichols, \$350, the father of Dr. Andrew Nichols, who owned the land on both sides of the road up to his house at the junction of Preston street and the southerly said of said street to the Newburyport Turnpike. A portion of the said side on Preston street is now owned by your member, Andrew Nichols, it being the northwest corner of the old Robert Prince farm which extended northwest from the "Oak Knoll" farm. The Major Nichols house was removed by Edward D. Kimball when he built the mansion now owned by the Wentworth heirs.§ Next, to John Nichols, \$115.05, on the northerly side of Preston street. Next, to Phineas Putnam, \$85.14, who owned the easterly side of the Charles P. Preston farm. To Samuel and Nathan Cheever, \$175.06, who owned the westerly side of said farm. Next, Captain Levi Preston,|| \$226.38. On this farm Preston street ends, and the farm extended on both sides of Maple street to the farm of Daniel Towne,¶ which farm at the

\* Now owned by Keith and Wentworth.

† Now occupied by Wilbert O. Dwinell.

‡ Caleb Prince sold  $\frac{3}{4}$  of an acre of land to Jesse Putnam 17 July, 1812, and Putnam sold the  $\frac{3}{4}$  acre of land to Levi Gilford, 30 Sept., 1820.

§ Now the heirs of Leopold Morse.

|| Now the Independent Agricultural School of the County of Essex.

¶ Now Mrs. Albert T. Barrows. Levi Preston had it by deed from John White, 9 July, 1807.



time of this award must have belonged to said Levi. It was granted to John Ruck in 1654, and extended to within ten rods of the Middleton line. The last award in Danvers was to Eleazar Putnam, Esq., \$31.25, who owned the last parcel of land on the southerly side of Preston street, and the house at the junction of the new route direct from Nichols street, since owned by Sylvanus Swan and J. Webb Barton. This new location was made at the October term in 1813.

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### BUILDINGS ERECTED IN DANVERS IN 1913.

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Willard P. Lord, Bagley avenue; John H. Cox, J. W. Smithurst, George A. Belliveau, Bates avenue; David W. Duncan, Bradstreet avenue; E. L. Marshall, Sarah S. Jewett, off Bradstreet avenue; George E. Williams, Burroughs street; Michael Ambrose, Butler avenue; Roxbury H. Abbott, Butler avenue; Frank T. Ferguson, H. S. Barnaby, Centre street; J. N. Taylor, Crane street; Nellie M. Trask, Richard MacKee, Chase street; J. A. Tracey, Clark street; J. W. Trask, Conant street; J. M. Whittier, two, Cheever street; Fred A. Fowler, Neils Malinquist, Cardinal road; Lorenzo Grace, Doty avenue; James E. Cook, Elliott street; J. E. Nightingale, two, Florence street; Henry G. Hathorne, Hussey avenue; Hans Svenson, Hamilton street; Roger P. Sargent, store, Holten street; Josh Stein, off Hobart street; Joseph W. Grant, corner Lawrence and Fowler streets; George H. Fanning, corner Lindall and Burley avenue; Charles F. Skillings, Maple street; William A. Sillars, Martin's court; Munday Guiddrey, Pickering street; Elizabeth G. Dodge, Page street; W. A. Berry, Purchase street; Lucy A. Holland, Riverside avenue; J. E. Huntley, two, School street; Fred G. Smith, Spruce street; Charles E. Crickett, Tibbetts avenue.



## RECENT FIRST PARISH HISTORY WITH REVIEW AND GENERAL OBSERVATIONS.

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BY REV. CHARLES B. RICE, D. D.

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READ AT A MEETING OF THIS SOCIETY, JANUARY 6, 1913.

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A few weeks ago I received an invitation to prepare for this society a paper which might seem as in some manner a continuation of the "History of the First Parish in Danvers," or as a supplement to it. I was obliged to say in reply that my daily engagements were such as to make it wholly impossible for me to do this in any becoming manner. Nevertheless with comforting and persuasive words, which I will not attempt to reproduce, the announcement was made for this evening.

The inadequacy of the proceeding remains. The Parish History was written with carefulness and with a purpose. The paper of tonight could not be so written; and for all this unbecomingness the president of this society is responsible. The work, however, despite the scanty attention that could be given it, has been a pleasant one, as testifying in some manner to the interest which I must ever take in the church of which I was long the pastor, and in the town itself in which I have lived, with grateful thoughts, for many years. I am glad also to meet again with the members of this Historical Society, the value of whose work I have never ceased to appreciate. It belongs to us as men to have a care for the things that are past. It is a portion of our own human inheritance. All our better instincts and sentiments are strengthened in the exercise of remembrance. There is a certain sacredness upon the things and the lives of the past. There is a kinship, too, between all the most precious things of human life. It is but a step from remembrance to anticipation. Grateful or solemn memories take hold on endless hopes. The connections are subtle, as all our best thoughts are in their origin unknown. So it is that all that we can gather and keep from the times and lives of the fleeting generations before us tends to make us reverent, thoughtful, careful and, as I think, hopeful. And we are quickened and strengthened in all the pres-

ent duties of life. You have a full return for your time and effort expended here.

The celebration of the two-hundredth anniversary of the first parish in Danvers was held October 8th, 1872. The date with more exactness might have been put a few days later in the month. The address given at that time, revised and somewhat enlarged, together with a general account of the proceedings of the day, was printed nearly two years later, in 1874. A little more than forty years have passed since that anniversary and more than thirty-eight years since the publishing of the History. My pastorate with the First church ended in 1894, so that of the entire period since the publication of the History, a little more than half was covered by my ministry. It may be that I could not speak of this portion of the space to be reviewed with entire impartiality; and I am sure I could not do it with entire complacency.

Happily there was observed in 1902 the one hundred and fiftieth anniversary of the establishment of the town of Danvers. Along with much besides, commemorative sermons were preached in most of the churches. An excellent historical discourse was given by Rev. Harry C. Adams, pastor of the First church. This discourse along with the record of the entire observance was preserved in a printed volume, published by vote of the town. Of this volume there are, I think, several hundred copies still stored in the vaults at the town house.\* They would doubtless be sold to any one who might call for them. The history, therefore, of the First church for this considerable period would not have been lost in darkness if the address of this evening had not been prepared.

The house of worship built in 1839 was the fourth belonging to the First Parish, and the third standing on the present site. Extensive repairs had been made upon the basement in 1869. The old chapel, which stood on the northerly side of Hobart street east of the parsonage, being no longer needed, was offered for sale. It was bought by George B. Martin for a carriage house and, being moved across the fields, it is still standing where it was then set. In 1889 the interior of the house was reconstructed with great change. The side galleries were cut off for more than half their length and turned in graceful curves to the walls. Additional room was obtained behind the pulpit by moving back a portion of the outer wall

\* This book is in fact of great value. It contains with much other matter, a brief but excellent summary of the whole history of the town. It is to be regretted that the copies are not more widely distributed.

of the building and to this space the organ and the choir were removed. Handsome memorial windows replaced those of plain glass. The main room was almost wholly new in appearance; and it became an altogether satisfactory place of public worship.

The services of re-dedication were held Thursday, June 6th; and at midday, June 29th, the house was struck by lightning. One window on the northerly side of the house near the front was shattered, splinters were scattered about the building, and one fragment of wood stuck in the wainscoting on the opposite and southerly side of the main room. There was no fire, but there was a smell of brimstone. The damage done was not much above \$300. A more serious disaster followed. On January 27, 1890 at midnight, flames were seen from the parsonage breaking out of the windows on the northerly side of the building toward the western end. Under a strong wind the flames spread rapidly and by break of day the building had disappeared. Some thought that the fire was set. It is much more likely that it came by a defect in the chimney. The chimneys are that part of a meeting house about which next perhaps to the pulpit, the most care should be taken. And as to setting of things on fire probably there is more danger from chimneys than from the pulpit.\*

Nothing escaped the flames but the bell. This was thought to be unhurt. It was hung behind the great doors of the parsonage barn, and caused for a time to be rung or struck upon due occasion. It was soon found to be cracked and was afterwards recast and hung in the tower of the new building. It still has presumably in it the Spanish silver carefully gathered by the men of 1806 to give the mellowness of tone becoming to that church. The pastor, in a sermon at a later time referring to what seemed such unfortunate experiences of the church in the matter of its houses of worship, observed that for one hundred and ninety-four years, counting from the very month in which he was speaking, there had not been a serious church

\* The fire began in or near the kitchen. The pipe from the furnace on that side of the house went through the room and entered the chimney at a point seven or eight feet above the floor. The whole lower part of that chimney is likely to have been filled with soot; and a fire might have smouldered in it for many hours. The chimneys were the weak part of that stout building. The walls were thin and the mortar not of the best. The heat growing intense might have caught upon some adjoining wood-work. It is not needful to think that the house was burned with malice,

quarrel in the church; and he said that one serious church quarrel was worse than two fires and a stroke of lightning.\*

After the fire meetings were held for several weeks in the Methodist church at Tapleyville, which had been kindly offered for that purpose. But it was felt that for the considerable time that must pass some place more near at hand would be needed. A rough but shapely building which took the name of the Tabernacle Chapel, was shortly put up upon the site of the old chapel. In this building which had chairs for two hundred and fifty people, the church had its home, with comfort and thankfulness for more than a year. A building committee was shortly chosen, consisting of George H. Peabody, Augustus Mudge, Otis F. Putnam, Edward Hutchinson, Alfred Hutchinson, J. Peter Gardner, George W. French, Walter A. Tapley and Charles H. Preston. The question of the style of the house to be built required much consideration. Many would have been glad to see the old building replaced, nearly as before. But there was a strong wish to avoid the use of basement rooms and a one-story building was decided upon, though the kitchen and dining rooms went to a lower floor. The common and useful plan of laying out the Sunday School and social rooms in such form that they could be used as enlargements of the main audience room was not followed. This was partly because it was thought there would not be frequent occasions for such enlargements in that neighborhood, and partly because it was regarded as desirable that the main room should be symmetrical in its form and in the placing of its windows. The results as to interior appointments, are believed to be in the main highly satisfactory; and they have received much commendation from men of large acquaintance in these matters. The roofing in some parts has given trouble, and the cost of keeping in repair is greater than with a more compact two story building.

The stones for the foundation walls were chosen with regard to their beauty of structure or coloring. Many came from land then owned by Jacob E. Spring on Summer street, now the site of St. John's College. Others from lands of Henry Verry on the Newburyport turnpike; and others from roadsides and lands adjoining in many directions. The minister took care that none of the stones were stolen. One stone was sent to us from the walls of Colorado College of which the minister was a trustee, and to which the people of the

\* It will be remembered that the beautiful house of 1786 was burned in 1806.



First church had made contributions. The cost of the memorial windows was provided for by special gifts. The clock was given by Amos P. Tapley of Lynn. Generous contributions came from former residents and from friends in other parts of the town and in other towns. The family of Dr. Braman contributed in many ways to the equipment of the house. And it is understood that the son of Dr. Braman has lately left a generous legacy, partly for the support of the ministerial library, but mostly for the general uses of the church.

The ministerial library was established in 1848. Deacon Ebenezer Putnam had seen something in the old Boston Recorder which led him to bestir himself to do it. The church appropriated sixty dollars at the outset, and it has added sums varying from ten to twenty dollars for nearly every year, until near the present time. In recent years the library has been provided with funds for its support; and it has no need to look for special gifts from the church. The pastor of the church reports the library as now containing 609 bound volumes. The benefits from its possession have been great. Many other churches are making similar provision for their pastors; and very many more might well do it. The minister needs his books directly at hand. It is not needful that they should be very numerous. They should be well chosen. The minister himself should know how to use them. And he should not be reading books when he ought to be thinking.

Church funds, it may be observed, have their proper place and use. The old church has a right to its benefits drawn from the resources and the friendships of the past. Its endowments are not likely to be unduly large. Counting all that are now expected they will hardly reach to \$8,000. They are likely to be well used. Considering the expense of keeping its buildings in repair it is not probable that the receipts from its investments will be so large but that the living members of the church will still have need to give with labor and sacrifice for its support. The salary of the present pastor could be increased without harm. And the wants of the world are appealing to us afar off and nigh at hand. Unless these appeals are heard, a church poor or rich, might as well be dead. There are New England churches where the salaries of ministers have been reduced and benevolences of every sort have shrunk because of too much invested money.

The dedication of the new meeting house took place September 2, 1891. George H. Peabody reported for the com-



mittee, giving interesting particulars concerning the building and the contributors to it, and stating that the entire cost with the furnishings had been \$25,563.25. The keys were passed over to Augustus Mudge, chairman of the Parish Committee. A sermon was preached by the pastor, it being the twenty-eighth anniversary of his settlement. Addresses were made by Rev. Hiram B. Putnam of Derry, N. H., by Deacon Granville B. Putnam of Boston and by Rev. Dr. A. P. Putnam, all of these sons of Danvers; all but one, sons of the First church; and that one, the founder and first president of this society, spoke of that church as he always did, with an affection hardly less than filial. Letters were read by Edward Hutchinson from Mr. Whittier, Rev. Moses K. Cross, Rev. D. H. Colcord, Dr. Samuel A. Green, a descendant of Joseph Green, Wm. P. Clark of Medford, Dr. Horatio B. Hackett of Newton, Charles H. Gould and Professor John S. Sewall of Bangor Theological Seminary.

There remained an indebtedness of a little less than \$3,000. This represented nearly the indebtedness of the parish which had resulted from the extensive improvement made just before the fire. The matter was put in charge of a committee consisting of Edward Hutchinson, George H. Peabody, and Samuel A. Tucker. Hopeful progress having been made, the committee reported at the close of public worship on Sunday, June 12, of the next year, 1892, and received additional subscriptions covering the whole amount. Mr. Hutchinson led in singing the hymn, "I Love Thy Kingdom Lord," and his work on this occasion was his last and befitting public service in connection with the parish, the church and the kingdom he loved.

The church itself was incorporated about this same time in December, 1890. It was thought to be prudent to give to it a certain legal stability and safety which came with this act of incorporation. There were many who would have been glad to have taken legal steps for the discontinuance of the parish. But there was not such a substantial agreement as would have been deemed needful to the making of a movement of so much importance. The pastorate of the minister, to whom we have been obliged frequently to refer, ended on the second of September, 1894, thirty-one years from the day of its beginning. He had on the first week of July begun his duties as Secretary of the Congregational Board of Pastoral Supply, an office then just established by the Massachusetts General Association. His annual vacation would have oc-

curred in the intervening months; and the people of the Parish had kindly given him such measure of release as was needed.

Great changes affecting the place and relative importance in the town of the First church had begun before his coming; and they have continued almost to the present time. The neighborhood about the church was long called the "Centre." The name is but just now going out of use, helped in its going by the new name "Danvers Highlands," put within three or four years upon the signs of the electric cars running through that district. The reason for this name, Centre, had perhaps ceased to be clear. It was called the Centre because it was the centre. To make the present town of Danvers, the old Salem Village has been enlarged on the east and narrowed on the west. The site of the first meeting house on Hobart street, fifty rods more or less to east of the present building and just below the juncture of Forest street, may have been very near the actual centre of the Village. In the early times much care was usually taken to place the house of meeting in the geographical centre of the territory to be accommodated. There was no better way. The people were farmers and the lands represented the population. The grouping of houses near to water-falls or railroad stations has made a change, and land surface is of less account. There are now, as I think, on the territory originally embraced in Salem Village, eight places of assembling for public worship besides the First church.

In 1863, the number of families connected with the present parish was 220. In 1894 it had shrunk to 150. In 1863 there were still several families coming as nearly all had once come from the West Danvers or West Peabody neighborhood, where a church has since been established. In 1863 most of the people living in the old school district No. 4, embracing the Beaver Brook and Hathorne neighborhoods and the turnpike beyond, could come more easily to the meeting at the old Centre than to any other in the town. Now by the opening of the electric car lines most of these same people can go more easily to nearly, or quite, every other meeting in the town. We do not wish to have the running of the cars stopped. We should be glad if some loop of the line ran about through the old Centre. At the opening of the Methodist church in Tapleville, in 1873, more than 100 members of the First church Sunday School left to go with them. The galleries of the church were nearly deserted. We do not wish the Meth-

odist church shut up. The shoe manufacturing business of E. and A. Mudge & Co. had been for many years one of the most prosperous and important industries of the town. Their shop was burned on the 4th of June, 1885. It was not rebuilt. The business of the firm was continued for a time in Tapleyville, but the loss to the Centre district has never been repaired.

The minister, in reviewing his pastorate from its close, remarked that he might seem to have been too much taken up with outside work, and he did not deny it. He had been a long time, perhaps 25 years in all, a member of the school committee. But he followed in this the custom of his ecclesiastical forefathers; and he had always left off his service on the school board when the people left off putting him upon it. He had given more time to the affairs of Colorado College than he had ever ventured to count up; but the college was in a critical condition and it seemed to fall to him to try to give it some help. He attended many meetings of the managing boards of various benevolent societies. On the last year of his pastorate there were 86 such meetings. On many other years the number could not have been much less. But perhaps if he had stayed at home on all these Mondays he would have been in no better employment.

Then he was for several years considerably busied with politics. This was admitted to be a more doubtful matter. But he said that he had never sought a nomination to any political office or to any ecclesiastical place or position, for that matter, and that he had never taken any steps whatever, directly or indirectly, to secure any such nomination. He had worked at times in support of a ticket upon which his name had been placed. But he had done absolutely nothing ever to secure or suggest the placing of his name upon any such ticket. This rule, or habit, had been followed also as to all ecclesiastical offices or positions. This is a statement merely of a matter of fact and it does not imply any expression of opinion as to whether such a rule or habit should be regarded as a good one or a bad one. Pursuing this subject but a little further, it might have been said by this minister that he had declined as many political offices as he had ever held, beginning to do it before his coming to Danvers, and perhaps the members of the congregation might have said that while they were not always pleased with his going out of his pulpit to discuss politics, they were not often troubled by his bringing of politics into his pulpit.

And now this particular minister may withdraw. But from this point, 1894, some observations may properly be made, looking backward and forward.

Preaching in Salem Village began in 1672. For the 17 years following there was a parish but no church. It might have been better if there had been a church. We scarcely reckon the four men whose ministries covered this space as pastors of the church, though we mean in this no special reproach upon them. One of them, the last, was here as a bird that flies before the storm. And when a little later the storm had begun to break, he came back, like a bird of darkness to scream again from the pulpit.

The church was organized, Nov. 19, 1689. Samuel Parris, the first pastor, was ordained at the same time. He was born in London. We have had no other minister from London since. He did not mean to be a bad man. But the times in this place were bad. There were contentions about titles and boundaries to lands, and there were family feuds or hatreds too often existing among neighbors. Mr. Parris was a bad man for such a community at such a time. He was much concerned about his dignities and rights and too ready to take up a quarrel. A minister's dignities and rights will usually take care of themselves if the minister will take care of himself. Mr. Parris was sometimes persistent in his ways and arbitrary. But if he were living in these times he might be as patient and persuasive as the president of this society.

The witchcraft horror we know did not begin with us. It had been world-wide for ages and was worse in the Old World than here. It ought to be repeated, too, on every occasion that it was not in any respect like the witchcraft spoken of in the Bible, for which our fathers unhappily mistook it, cheated by the name. The Biblical witch professed to be a witch, or a dealer in dark arts. The Salem alleged witch died rather than admit that he was a witch. The closest successor in our days of the old time witch is the fortune teller, clairvoyant, wonderful woman and general quack practitioner whose advertisements still appear in the city papers.

Mr. Parris left in 1696. Joseph Green of golden memory became pastor of the church in November, 1678. He died in November, 1715, after a ministry of 17 years. I think it to be probable that the town of Danvers owes more to him than to any other man that ever lived within its borders. The obligation does not rest upon the men of any church or denomination or of any creed. It rests upon everyone of us. He



brought into a distracted community the light of a gracious Christian life. He was not a saintly man in the sense of being a man withdrawn from the things of common life. He was a man living among common men. He was sensible and practical. He attended to his business and did it with some spirit. He preached as well as he could and lived much as he preached. He was pleased with what was done for him. He moved his people to the building of a school house and worked upon it himself. He got in his hay and was thankful. He loved his Maker and his neighbors. And he died in the midst of universal mourning.

Peter Clark, logical and vigorous, came in 1717. Benjamin Wadsworth, dignified and stately, in 1772. Milton P. Braman, learned and eloquent, in 1826. The pastorates of these three men, with that of Dr. Braman's successor, covered a period of 177 years. If Mr. Green's earlier pastorate were added the ministry of the five men would measure 194 years. Here the line of long pastorates has ended, though there is still room for one pastorate, now young and vigorous, to grow. Whether long pastorates are better than short ones I do not know. There are advantages with both and possible evils. The long pastorate gives space for thorough acquaintance with adapting of methods to individual peculiarities. It gives room for strengthening of personal influence and for the growing force of personal character, if the character deserves to have a growing strength. Or the long ministry may grow heavy and dull and tiresome and fruitless. The short ministries have the advantage of change and newness with new men, with new views, new ways, new presentations of truth and new varieties of personal influence, reaching men that have not been reached before. But with too much of change, the love of variety may take the place of the love of truth. Or the ministry may be short because the minister's stores of thought are shortly spent. It depends on the man and the people. Fifty years may not be too long — fifty days may not be too short.

As to the First church, allowing for the local changes already spoken of, I think it can be fairly said that the recent period of short pastorates has been as prosperous as corresponding periods in the past. The finances of the church have been well managed, its properties well kept, its benevolences fairly sustained. The ratio of the number of church members to the population of the field covered by the church has been maintained, and the tone or quality of the church life has not, I think, suffered loss. The church has done its



work in these later years, and is doing it now as well as in the past. The past is often over-estimated in its value as compared with the present. In some things there has been a loss, in others gain. There have been times, too, in the past of special prosperity. But there have been times not specially prosperous. I have in mind the general average of the long past looking back to the early years of the eighteenth century. It is to be believed that the moral and religious tone of the community, as influenced by the church, is as high in these recent years as in any corresponding average period of the last two centuries. I am not sure but that the same thing could be said of the population of the whole town.

To come back to the three last ministers of the First church. Curtis M. Geer, now Professor at Hartford Theological Seminary, became pastor January 31, 1895 and was dismissed April 8, 1897. Rev. Harry C. Adams, now pastor of the church at Cliftondale, was installed September 22, 1897 and left October 5, 1909. And Charles S. Bodwell entered upon the pastorate February 10, 1910. These three men are still with us, or so near at hand that it would not be best to speak of them in terms of specified individuality. I will present the three together in forms of a dissected picture. You who look upon them can put in their proper places or set apart as you may choose, the several sections. I shall speak of them in the terms of the past.

One of these men was fine looking. One of them was modest. One of them had an interesting family. One of them was studious. One of them left off his sermons at the right time. One of them was apt to pursue a close line of thought through the entire Sabbath service. One of them made practical observations and applications near the end of his discourse. One of them was less inclined to be sociable at first than afterwards. One of them sang better than Dr. Braman. Two of them sang as well as Dr. Braman's successor. One of them could tell stories about his farming. One of them was a friend of temperance and was never known to be the worse for liquor. One of them did not smoke. No one of them was conceited. One of them usually got on well with an ex-pastor who continued to live in the same town. The person who first sets the whole picture in order will be rewarded by a fitting and graceful address from the president of this society.

Mention should be made of an important change which has very lately taken place in the relation of the First church to the parish which has been long connected with it. This par-

ish had borne the legal name of the First Religious Society. It is now undergoing a process of absorption by the church. And the process may indeed be regarded as practically completed, though there may be some adjustments yet to be made. It had for a considerable time been felt that the church was not sufficiently represented in the membership of the parish or that a smaller number of the members of the church had become members of the parish than would have been desirable. The two bodies were thought of by some as too far separated from one another in their aims and methods as well as in membership. After a considerable period of hesitation and doubtfulness, it was determined to make trial of a plan already in use with several churches for the welding together or merging of the church and parish in one body. The church thus formed has two classes of members. Along with those who were already church members under the system before in use and with those who might become such members hereafter, there are to be and there are now associated members whose duties are somewhat more narrowly defined. They have a voice in all such matters as would have been within the province of the parish as before existing and in various other matters also, with which the parish had not before been concerned. They have votes in the election of the larger part of the officers of the church and they are themselves eligible to election to many offices in the church. These associated members have thus a much wider range of action in matters connected with the life and work of the church than they had or would have had under the previous arrangement while they were members of the parish only. But the parish itself will pass out of active existence. Its properties and its rights of every sort will be transferred to the church as thus modified in its constitution.

Important changes will be made in the rules of the church itself. It is too early to speak of the practical working with ourselves of the new arrangement. But it is hoped and expected that the general effect will be to bring the church into closer relations with all those in the community who are in sympathy with its main aims. And that it will strengthen the church in all its efforts to quicken and guide the religious life of those who are within the reach of its influence.

The relations of the First church to the other churches of the town have for a long time been cordial. The church has felt the loss of many families living at some distance from the place of worship who have gone to other churches. It has not been

persistent in urging them to stay. It has welcomed everyone to its assemblings, but it has not pressed any to come who might be likely to go with more of profit or of pleasure into some other fellowship. There are gains as well as losses in the number and variety of religious organizations in any place. Varieties of taste or differences of opinion or of habit may be adjusted often to better advantage. Men of differing religious beliefs, even though not widely divided, may often get on more comfortably and more effectively separated than together. Only if we go on well by ourselves we shall be careful to be glad that others are doing the same thing.

Concerning the toleration of freedom in religious worship and thought, there will be no need, we trust, that the awful lessons of the past should ever be repeated. I mean not the part of our American history only, but the longer past of the old world. But toleration is too small and poor a word. We need to rejoice in all the good that is held or hoped for by every body of men claiming the Christian name. And we should adopt all such good in our own hearts. The only weapons of lawful warfare in the Kingdom of God are truth and love. The hand that tries to use any other weapon will cut itself. And truth and love must be used together as if they were welded one upon the other to make one blade, the sword of the Christian spirit. If any member of any religious body thinks that the men of any other body are less thoroughly Christian than his body, his most effective remedy must be in the making his body more thoroughly Christian than it is. And may the patient Master of us all enable us, His backward children, to learn these things by heart.

The First church has had a varied history. It has come through a great darkness into something of the light of the day. And for a long time there has always been a strong central body of men and of women to whom the church has been especially dear, and who have in some fitting measure maintained in their own lives its standards of character and of efficiency. It is of inestimable importance that this central body should be contained and maintained in its force and in its purity and grace from generation to generation. With each new age it is to be considered by every member of the church whether there does not remain a place in this long and goodly succession which ought to be speedily occupied.

The church has lost, indeed, the distinctive solitary place which it once held in our town. We need not regret the loss. The ancient church, dear to the fathers and mothers, will still

be dear to many generations of the sons and daughters. It is dear now to us. We desire for it no primacy or distinction among its daughter or sister churches, or among any of our fellow townsmen, unless it were such as they might kindly choose to put upon it in remembrance of our early entrance upon this now common field or in response to the continuing and affectionate interest with which we of this church regard their welfare. For ourselves, we hope that no shadow of the former darkness will ever return. The shadows, even, of any former darkness need to be watched for and dispelled. Shadows of evil catch like the seeds of the plague. No bitterness, no jealousies, no whisperings or back-bitings such as infested in part the earlier years ought ever to be known among us. Our love for one another and for our friends and neighbors about us should be real and clear and genuine. It should not be in word only but in deed and in truth. So there will still be for us fields of useful and grateful Christian work. So we shall still go with thankful hearts to the spot of our long sacred assembling. And so the God of our fathers, and the God and Father Himself of us all will hold away from us every shade of darkness and will lift up His countenance upon us and give us light and unending peace.





"UNCLE" DAVID WILKINS (1809-1897), the first Danvers and Boston expressman (1840), a ride with whom was the delight of Danvers boys and girls for nearly sixty years, and whose whip was never used to punish exuberant youth for "catching on."



## NEWSPAPER ITEMS RELATING TO DANVERS.

(Continued from Vol. 1, page 64.)

Last Wednesday was killed by Mr. William Putnam of Danvers a calf of 9 months and 22 Days old: The Veal weighed 400 lb., Hide 59, Tallow, 32, Total 491 lb.

*Essex Gazette, Jan. 3-15, 1771.*

RAN AWAY FROM THE SUBSCRIBER ON the 14th Day of Jan. last, an Apprentice named *Benjamin Smith*, a little above twenty years old of a middling Stature. Said Apprentice ran away in November last, as advertised in this Gazette in December. He then changed his Name, calling himself Benjamin Wilkins, and said he ran away from a Man of War; and it is probable he may do and say the same now, or something like it. EZRA PUTNAM. N. B. All Persons are hereby cautioned against concealing, entertaining, counselling or harbouring said Runaway, as they would avoid the Penalty of the Law.

Middleton, Feb. 4, 1771.

WHEREAS I *John Cutler*, jun. of Lynn End, on the fourth day of this month, did, with Mr. *Daniel Townsend's* and other Teams, wilfully and without cause, obstruct the free passing of JOHN FISHER, Esqr's Coach, at Butts Bridge (so called) in Danvers, in the King's Highway; and did insult, abuse and very greatly terrify his Lady and Family that were therein; and threatening to destroy and overturn the said carriage, did endeavor to drive the said Teams against it, to the great Peril and Danger of their Lives:—And whereas I *John Bancroft*, jun., of Lynn End, was present with the said *John Cutler*, assisting him in the said Insult and Abuse:

We, therefore, being now thoroughly sensible of our wickedness and Folly, as well as the Punishment we deserve, do voluntarily, in this Manner, make a full Confession of our Fault, acknowledging our hearty sorrow for it, and promising never to be guilty of the like again. We hope this will be a Warning to all to travel peaceably and quietly the King's High Roads without Obstruction, Insult or Abuse.

We also return our humble Thanks to JOHN FISHER, Esq., for his Favour and Lenity towards us, in stopping the Prosecution at Law which must have been our Ruin, and accepting

this publick Submission, and Security for our future good Behaviour. Witness our Hands,

*John Cutler*

*John Bancroft, jun.*

Jan. 29, 1771.

*Essex Gazette, Jan. 29—Feb. 2, 1771.*

To be Leased for one Year, A CONVENIENT FARM IN DANVERS, North Parish, belonging to the Heirs of Captain Elisha Flint, later of Danvers, deceased. Said Farm is well accommodated with Mowing, Pasturage, Orchardng, &c. Also a good Grist Mill and Saw Mill on said Premises, which will be let with the Farm, if any Person inclines to hire them; or the Farm may be had separate from the Mills.—Any Person inclining to hire said Farm, may know the Conditions by applying to *Moses Putnam* in Danvers. All Persons indebted to said Estate are desired to make speedy Payment . . .

ELEZER SPOFFORD, Administrator.

Danvers, March 8th, 1771.

*Essex Gazette, Mar. 5-12, 1771.*

A Fellow, who said his Name was William Howard, being detected in stealing some Cloathing at Danvers, last Saturday, was brought to Town, committed to Goal, and the same Day whipped 15 Stripes at the public Whipping-Post, agreeable to the Sentence of the Magistrate before whom he was tried.

*Essex Gazette, Apr. 2-9, 1771.*

STOLEN, last Friday Night, from several Persons in Danvers, the following Articles, viz. 5 yards of yard-wide cotton Cloth, 3 cotton and tow Sheets, 1 linen Sheet, 1 cotton & linen Shift, 9 Pair of yarn and cotton Stockings, 1 Piece of Diaper, 1 Sheet, 1 Woman's Shift, a Garden Hoe with a long Handle, and sundry other Articles.

The Thief, who, it is supposed, stole the above Articles, was seen in Mr. Leslie's Parish in Ipswich last Saturday; he had on a light-coloured Coat, a red Jacket, and was tolerably well dressed. Whoever apprehends said Thief, so that he may be brought to Justice, and the abovementioned Goods recovered, shall have Two Dollars Reward, and all necessary Charges paid.

Danvers, June 3, 1771.

DANIEL JACOBS.

The new Bridge over Waters River, near the new Mills, in Danvers, is now finished, so that all Persons, inclining to travel that Way, may pass with Horses, Carriages, &c.









